ATLANTIC CORRIDOR

# 18th TAG·RAG meeting

Lisbon, March 4th 2020

Co-financed by the European Union
Connecting Europe Facility

Infraestruturas de Portugal · adif · SNCF RÉSEAU · DB NETZE

Portugal · España · France · Deutschland

ATLANTIC CORRIDOR

Sines · Setúbal · **Lisbon** · Aveiro · Leixões · Algeciras · **Madrid** · Bilbao · Zaragoza
Bordeaux · La Rochelle · Nantes · **Paris** · Le Havre · Strasbourg · **Mannheim**

I. Welcome and Update/News on Atlantic Corridor

II. Reserve capacity for 2020 and Capacity offer for 2021

III. Key performances indicators & Satisfaction survey results on Atlantic Corridor in 2019

IV. Railway undertaking International Contingency Management handbook

V. Train Performance Management: Punctuality analysis on focus train via TIS

VI. Interoperability working group : Quality circle operation at Forbach

VII. TCR coordination planned between Portugal and Spain for 2020 and 2021

VIII. Lunch (30')

IX. Visit of the Lisbon port

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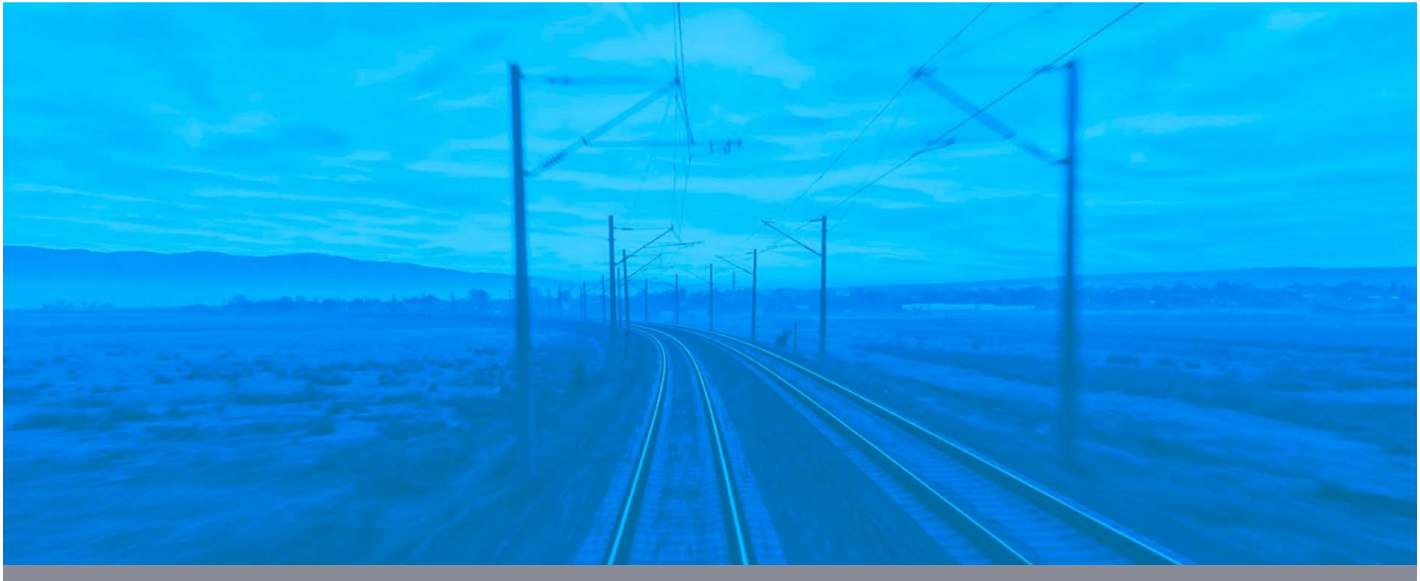


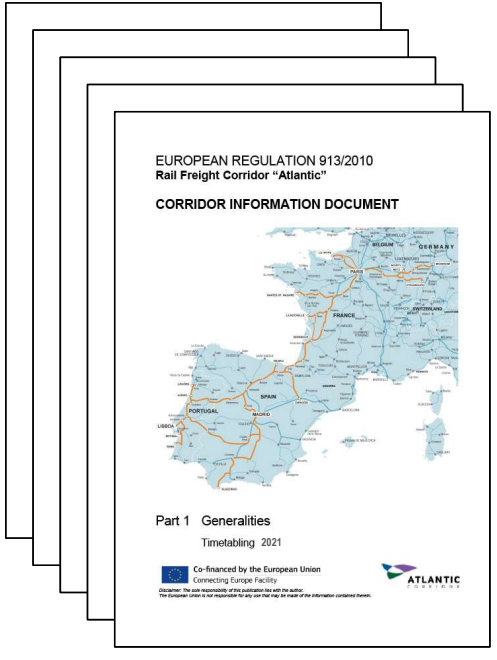
# I. WELCOME AND UPDATE / NEWS ON ATLANTIC CORRIDOR

## NEWS

- Publication of the Corridor Information Document – CID 2021
- Corridor Information Document : harmonization and simplification of CID Book 3 – Service facilities and Book 5 – Implementation Plan
- Customer Information Platform: available rerouting itineraries in case of traffic disruption, TCR planned by section linked to the Investment Plan
- New studies on progress for 2020
- FR/DE tunnel gauge measurement on commercial train achieved in 2019
- TCM further development expected at short term

# CORRIDOR INFORMATION DOCUMENT 2021

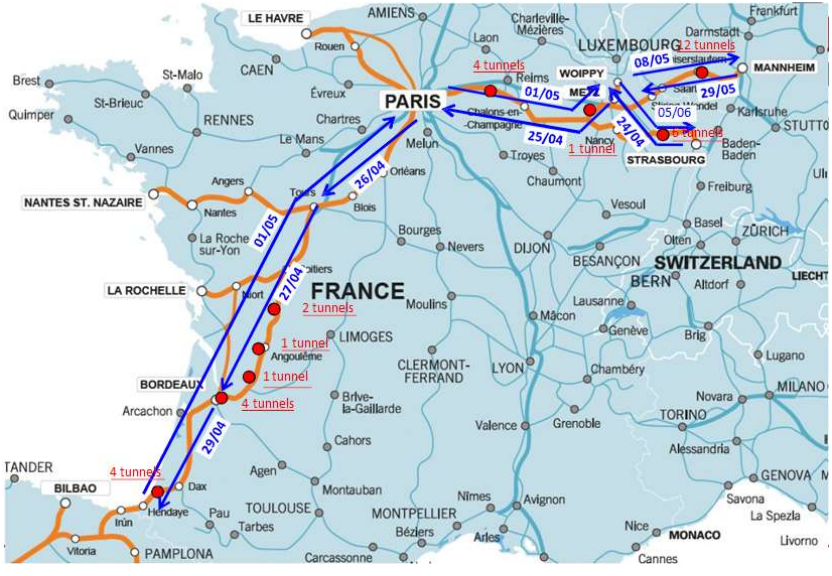
- **BOOK 1 – One Single Book 1** for the RFCs 1, 2, 4 & 8 as in TT 2020. No more RFCs were included due to the complexity it would involve for the reader. Further simplification will be implemented by means of the digitalization Project.
- **BOOK 3 –** New simplified version deriving from **Regulation (EU) 2017/2177** on Service Facilities. When available the Book 3 TT 2020 displays the links of the SFs' to the https://railfacilitiesportal.eu/ or the SF NS on their website. Service Felicity Managers should make an effort to comply with what is requested by the regulation.
- **BOOK 4 –** Minor updates to the TPM representative responsibilities.
- **BOOKS 2 AND 5 –** Some editorial modifications, no major changes are expected for CID books 2 & 5.



# STUDIES / ACTIONS ON PROGRESS FOR 2020

- **Intermodal rail freight gauge classification between Lisbon, Madrid, Paris and Mannheim**
  - For FR&DE, Gauge Measurement achieved in the 2nd trimester 2019, final report expected for autumn 2019.
  - Cooperation on progress between RFC Atlantic and Medway for Gauge Measurement northern PT/SP expected in the 1st part of 2020.
- **Transport Market Study update**
  - Contract signed at the end of June 2019, some extensions and BREXIT impact will be tested in Spain and France,
  - Expected results for the end of 2020.
- **ERTMS deployment on the cross-border Vitoria Bordeaux study:**
  - European call for applicants will be launched at the beginning of March, studies are planned from May to December 2020.
- **Language pilot at the French/German border**
  - With RNE support, SNCF Réseau and DB Netz AG are working on a pilot in order to improve the communication in French between IM and RU at Forbach station.
  - Driver derogation for German language speaking at Forbach is extended to the end of 2021.

# FR/DE TUNNEL GAUGE MEASUREMENT ON COMMERCIAL TRAIN

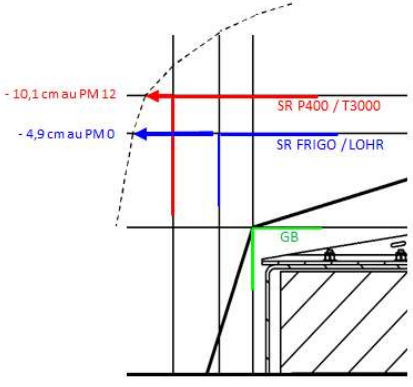


# FR/DE TUNNEL GAUGE MEASUREMENT ON COMMERCIAL TRAIN

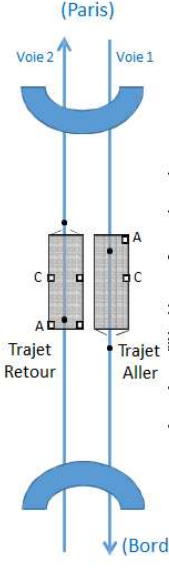
## Tunnel d'Angoulême V1 (779 m)

RAILWAY SYSTEM

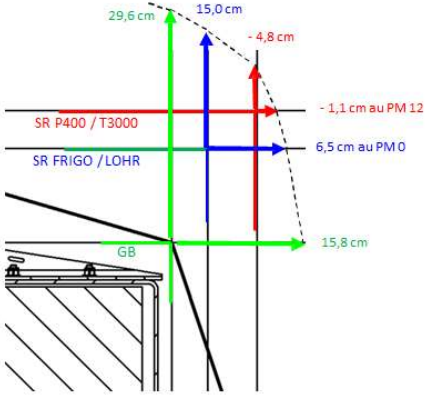
Distances latérales mesurées pour T3000 et LOHR sur la V2 en face du point où a été mesurée la distance latérale minimum sur V1




Vitesse à l'entrée du tunnel : 26 km/h
Echantillonnage : 100 Hz
Ecart entre 2 mesures : 7,2 cm




Trajet Woippy -> Hendaye
du 27/04/2019 à 19h38
Distances minimum V1



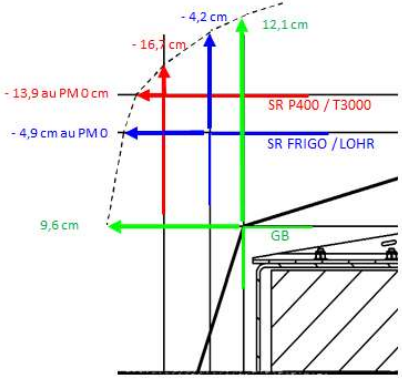

Vitesse à l'entrée du tunnel : 82 km/h
Echantillonnage : 100 Hz
Ecart entre 2 mesures : 22,8cm

# FR/DE TUNNEL GAUGE MEASUREMENT ON COMMERCIAL TRAIN

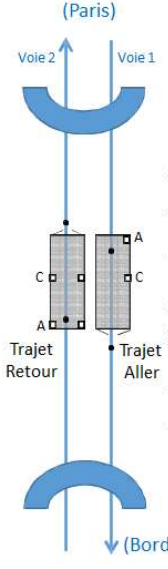
## Tunnel d'Angoulême V2 (779 m)

RAILWAY SYSTEM

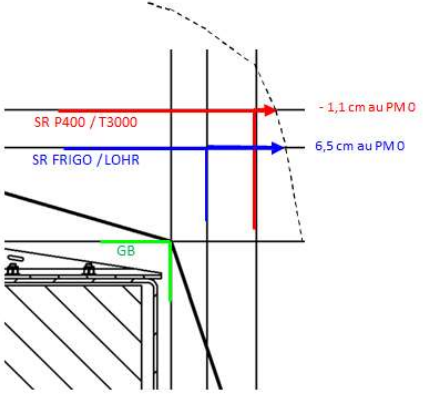
Trajet Hendaye -> Woippy
du 01/05/2019 à 7h50
Distances minimum V2




Vitesse à l'entrée du tunnel : 26 km/h
Echantillonnage : 100 Hz
Ecart entre 2 mesures : 7,2 cm

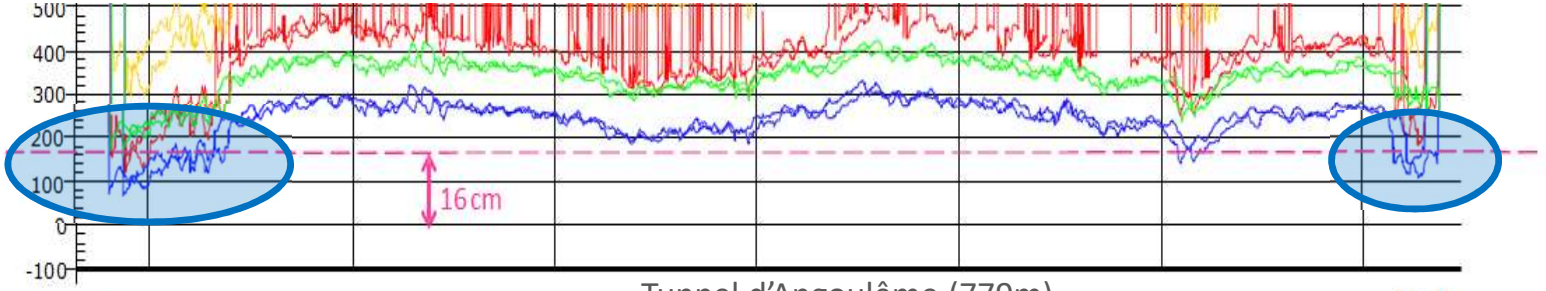



Distances latérales mesurées pour T3000 et LOHR sur la V1 en face du point où a été mesurée la distance latérale minimum sur V2

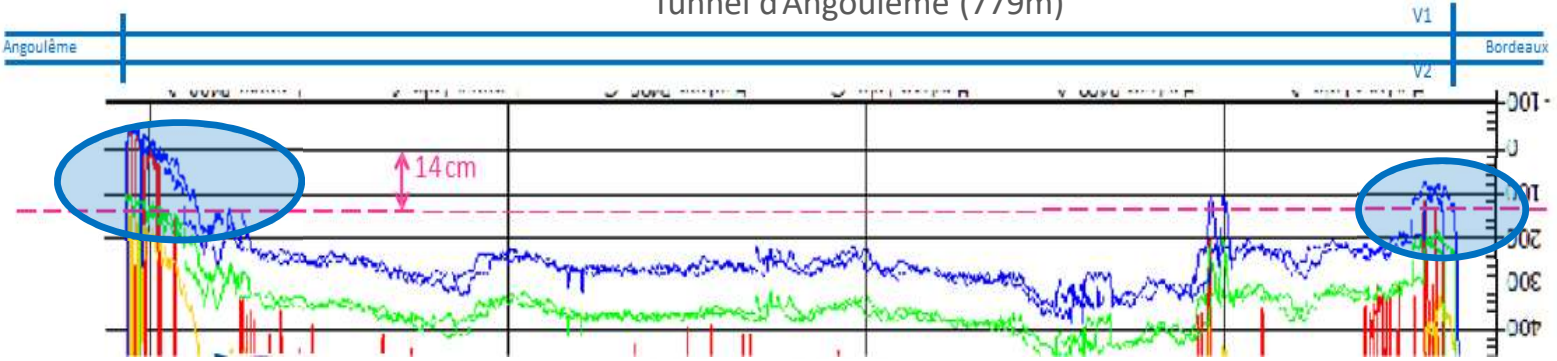



Vitesse à l'entrée du tunnel : 82 km/h
Echantillonnage : 100 Hz
Ecart entre 2 mesures : 22,8cm

# FR/DE TUNNEL GAUGE MEASUREMENT ON COMMERCIAL TRAIN




Tunnel d'Angoulême (779m)



# NEXT STEPS FOR THE GAUGE MEASUREMENTS CONTRACT IN THE IBERIAN PENINSULA


- **MEASUREMENT OF KINEMATIC GAUGE**

  in the corridor sections with the most relevant PT/ES traffic, during a commercial journey

- **UIC CODE AND INTERMODAL FREIGHT CODE CLASSIFICATION**

  by a contractor hired by the RFC with the IMs follow-up

- **ASSESS ROMO FEASIBEALIT**

  between PT and the Y Basca

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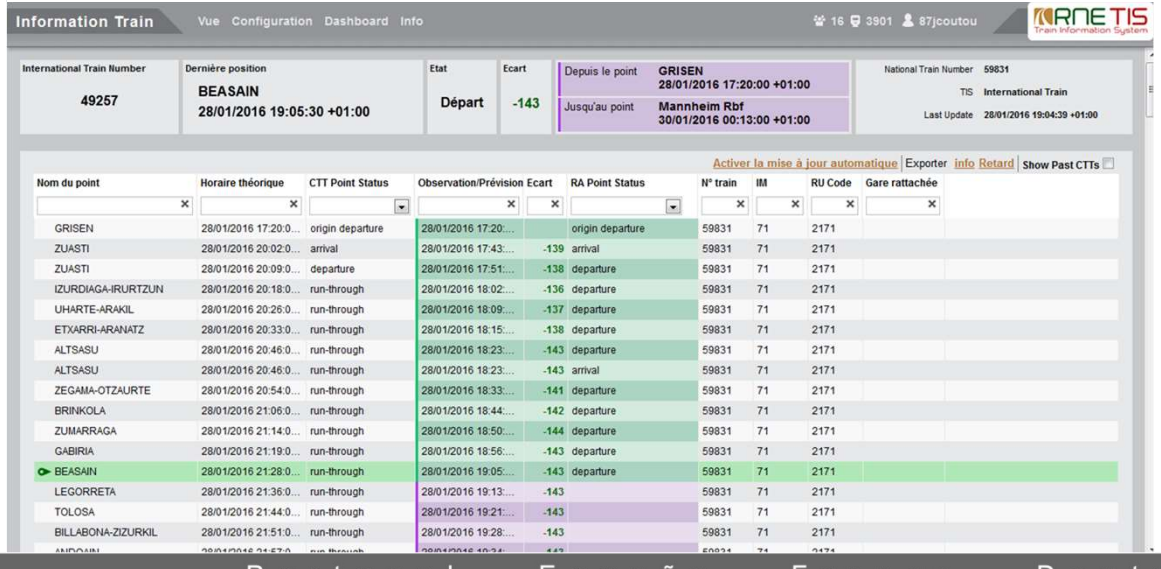
# TCM DEPLOYMENT IN TIS ACCORDING TO TAF-TSI STANDARDS

Missing operational information in **TIS** like real train length, loco characteristics, dangerous goods information is expected via TAF TSI implementation.

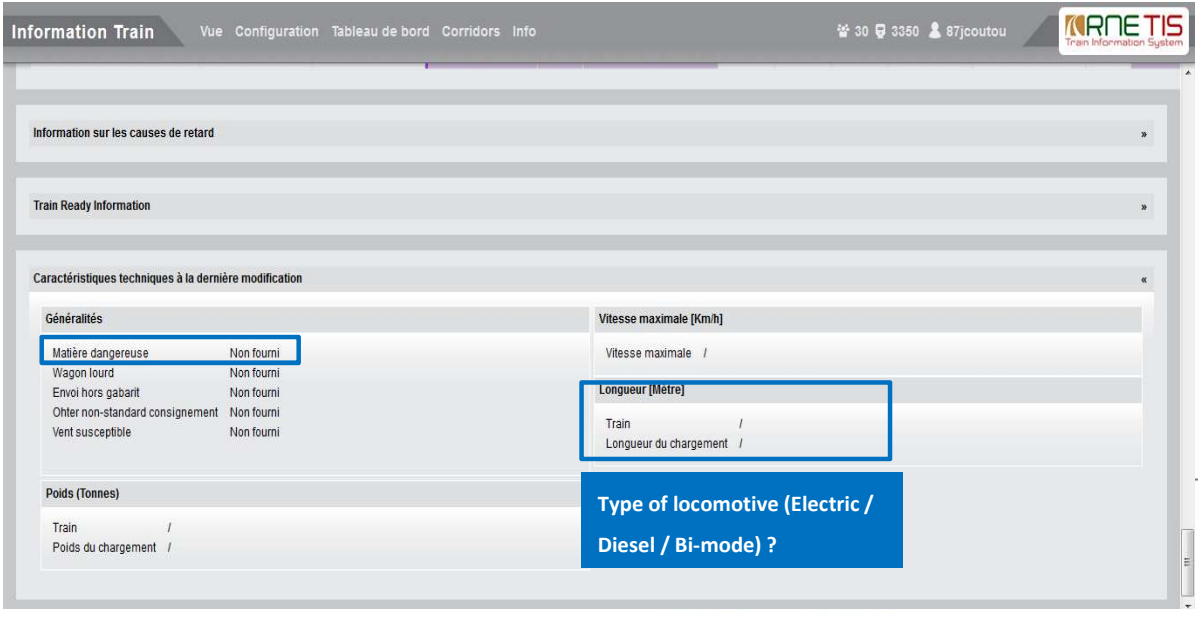



PSA funding has been dedicated to the Atlantic Corridor in order to implement these new functionalities between national system of each IM/RU and TIS until the end of 2020.

RNE and IP will implement IT interfaces in order to provide automatically these additional information of Portuguese trains in TIS 2020 version.

18th TAG RAG meeting
Lisbon, March 4th 2020

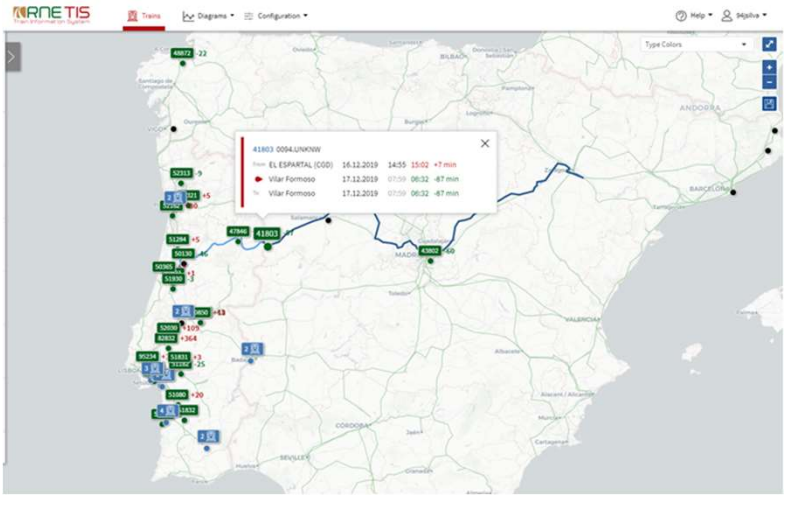
# TCM FURTHER DEVELOPMENT EXPECTED AT SHORT TERM




## Real time information about train composition:

- No existing fields in TIS 2020 for the moment.
- Pilot on progress with TAKARGO, MEDWAY and IP for PT trains.
- ADIF will check with RENFE Mercancias for the same development.

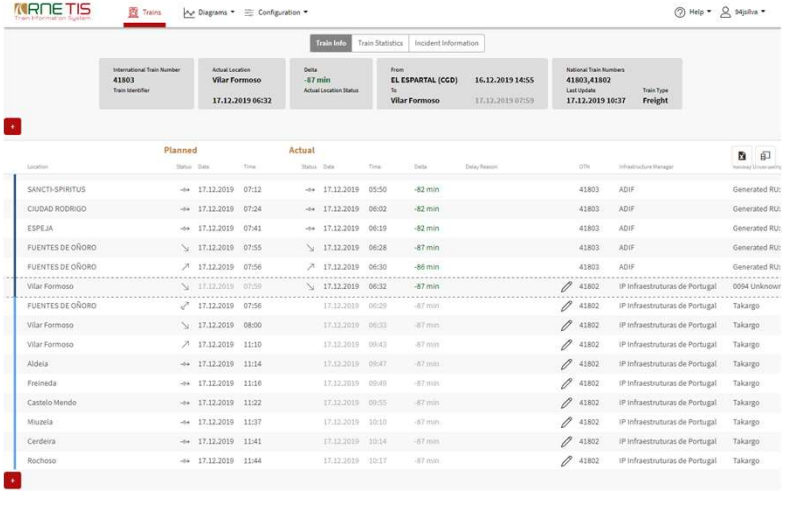
# LEGAL SCOPE OF THE TCM IN TIS DEPLOYMENT




## DEPLOYMENT OF TCM IN TIS REQUIRES:

- ❑ **TCM fields in the new TIS 2020** need to be included by RNE
- ❑ **User Agreement for TIS**
  Signed between RUs and RNE enabling the reception by TIS of TCM being send either from RUs, IMs or ERMES.
- ❑ Harmonization of **TCM according to TAF-TSI** by RUs and IMs

# QUALITY OF INFORMATION IN TIS AT THE MOMENT




## SIGNIFICANT IMPROVEMENT IN RELIABILITY:

- ❑ **More data** in TIS => More **representativeness**
- ❑ **Increased Reliability** of the TPM results
- ❑ Enabling **real time monitoring** of one's trains and our business partner trains
- ❑ Operational **delay causes** with previous update of after PR process

## ACCESS TO TIS IS FREE TO IMS AND RUS BY SIGNATURE OF USER AGREEMENT

# II. RESERVE CAPACITY FOR 2020 AND CAPACITY OFFER FOR 2021

ATLANTIC CORRIDOR

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Bordeaux · La Rochelle · Nantes · **Paris** · Le Havre · Strasbourg · **Mannheim**

# RESERVE CAPACITY FOR 2020

## SOUTH-NORTH DIRECTION

| | | | | | PORTUGAL | | | | | | | | SPAIN | | | | | | | | | | | | | | FRANCE | | | | | | | | | | | | | | | | | | GERMANY | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PAP Ref. | Running Days in IP network (origin of national path) | Running Days in Adif network (origin of national path) | Running Days in SNCF Réseau network (origin of national path) | Running Days in DB NETZ network (origin of national path) | SINES | LISBOA / BOBADELA | LEIXÕES | PAMPILHOSA | ENTRONCAMENTO | ELVAS (HP) | VILAR FORMOSO Arrival (HP) | VILAR FORMOSO Departure (HE) | FUENTES DE ONORO | BADAJOZ Arrival (HP) | BADAJOZ Departure (HE) | MÉRIDA | ALGECIRAS | MADRID | BURGOS | GRISEN | NOAIN / PAMPLONA | NOAIN / PAMPLONA | BILBAO / MIRANDA EBRO | IRUN (Arrival) | IRUN (Departure) | HENDAYE (Arrival) | HENDAYE (Departure) | BAYONNE | LE HAVRE | NOISY LE SEC | VALENTON | VAIRES/TORCY | METZ SABLONS | SNCF id | FORBACH (ARRIVAL) | FORBACH (DEPARTURE) | SAARBRUCKEN | ENSIGLERHOF | LUDWIGSHAFEN | MANNHEIM |
| RFC24RC0017 | | | 1 3 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | from Gevrey (15:30) | 19:41 | GVFB15 | 20:36 | Slot (1 hour maximun stopping time) | | | | |
| RFC04RC0025 | | | 2 3 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | LHFB20 | 16:11 | | | | | |
| RFC04RC0027 | | | 1 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | BYFB02 | 19:13 | | | | | |
| RFC04RC0031 | | 1 2 3 4 5 6 7 | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | 13:24 / 16:08 | 19:17 | 17:44 | | | | | | | | | | | | INFB18 | 13 55 | Slot (1 hour maximun stopping time) | | | | |
| RFC42RC0039 | | 2 7 | | | | | | | | | | | | | | | | 09:20 | via Zaragoza | | | | | | 21:03 | 05:00 | 05:30 | 07:31 | | | MESO06 | 20:02 | to Somain (1:00) / Antwerp (6:50) | | | | | | | | | | | |
| RFC04RC0045 | 5 6 | 6 7 | | | *Via Beira Baixa* | 15:50 | | | 19:06 | | 00:06 | 01:30 | 01:38 | | | | | | | | | | | | | 12:00 | 12:07 | to Hamburg (14:00) | | | | | | | | | | | | | | | | | | |
| RFC04RC0047 | 5 6 | | | | *Via Beira Baixa* | | 14:20 | 16:23 | | | | | | | | | | | | | | | | | | | | to Paris (23:30) | | | | | | | | | | | | | | | | | | |
| RFC04RC0049 | 6 | 6 7 | | | | | | *Via Beira Baixa* | 20:44 | | 01:01 | | | | | | | 12:21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04RC0051 | 5 | | | | *Via Beira Baixa* | 18:32 | | | 20:46 | | 01:01 | | 03:05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04RC0053 | 2 4 5 | 2 4 5 | | | | | | | 06:20 | 08:52 | | | | 09:17 | 10:19 | 11:09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Available capacity for train connecting PT to DE

Time zone in Portugal (HP) =
Time zone in Germany/France/Spain (HE) - 1H00

PaPs kept by C-OSS for late path request

RC Portugal/Spain | RC Portugal/Spain/France/Germany | RC Spain/France | RC France/Germany

## NORTH-SOUTH DIRECTION

| | | | | | GERMANY | | | | FRANCE | | | | | | | | | | SPAIN | | | | | | | | | | | | PORTUGAL | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PAP Ref. | Running Days in DB NETZ network (origin of national path) | Running Days in SNCF Réseau network (origin of French path) | Running Days in Adif network (origin of national path) | Running Days in IP network (origin of national path) | MANNHEIM | LUDWIGSHAFEN | EINSIDLERHOF | SAARBRUCKEN | FORBACH (ARRIVAL) | FORBACH (DEPARTURE) | SNCF ID | METZ SABLONS / WOIPPY | VAIRES / TORCY | VALENTON | NOISY LE SEC | LE HAVRE | BAYONNE | HENDAYE (Arrival) | HENDAYE (Departure) | IRUN (Arrival) | IRUN (Departure) | IRUN (Departure) | MIRANDA EBRO / BILBAO | NOAIN / PAMPLONA | GRISEN / ZUERA | BURGOS | MADRID | ALGECIRAS | MÉRIDA | BADAJOZ Arrival (HE) | BADAJOZ Departure (HP) | FUENTES DE ONORO | VILAR FORMOSO Arrival (HE) | VILAR FORMOSO Departure (HP) | ELVAS (HP) | ENTRONCAMENTO | PAMPILHOSA | LEIXÕES | LISBOA / BOBADELA | SINES |
| RFC04RC0006 | | 1 5 | | | | | | | | 16 07 | FBVI16 | | 21:29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04RC0028 | 1 2 3 4 5 6 7 | 6 7 | | | | | Slot (1 hour maximun stopping time) | | | 03:25 | FBBY03 | | | | | | 23:56 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04RC0032 | 1 2 3 4 5 6 7 | 1 2 3 4 | 1 2 3 4 5 6 7 | | | | Slot (1 hour maximun stopping time) | | | 04:09 | FBIN04 | | | | | | | | | 07:36 | 16:25 | | 19:35 / 22:25 | | | | | | | | | | | | | | | | | | | |
| RFC04RC0034 | | | 1 2 3 4 | | | | | | | | | | | | | | | | 11:15 | | | | | | | 18:47 | | | | | | | | | | | | | | | |
| RFC04RC0036 | | | 3 5 6 | | | | | | | | | | | | | | | | 18:45 | | | | | | | | | 05:14 | | | | | | | | | | | | | |
| RFC24RC0040 | | | 2 7 | | | | | | | | | | | | | | | | | | 09:20 | 09:20 | Via Zaragoza | | | | | 18:45 | | | | | | | | | | | | | |
| RFC04RC0046 | | 6 7 | | 1 7 | | | | | | | | | | | | | | from Paris (0:30) | 19:50 | | | 19:59 | | | | | | | | | | 06:25 | 06:28 | 07:30 | | 14:05 | 15:30 | 17:15 | | | |
| RFC04RC0048 | | | | 1 7 | | | | | | | | | | | | | | from Hamburg (15:00) | | | | | | | | | | | | | | | | | | 13:20 | | | 14:43 | | |
| RFC04RC0050 | | | 5 6 | 7 | | | | | | | | | | | | | | | | | | | | | | | | 16:45 | | | | 01:30 | 01:37 | 01:32 | | 05:52 | | | | |
| RFC04RC0052 | | | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 01:32 | | 06:52 | | | 00:10 | | |
| RFC04RC0054 | | | 2 4 5 | 2 4 5 | | | | | | | | | | | | | | | | | | | | | | | | | 10:58 | 10:48 | 10:50 | | | | 17:54 | 20:51 | | | | | |

Available capacity for train connecting DE to PT

Time zone in Portugal (HP) =
Time zone in Germany/France/Spain (HE) - 1H00

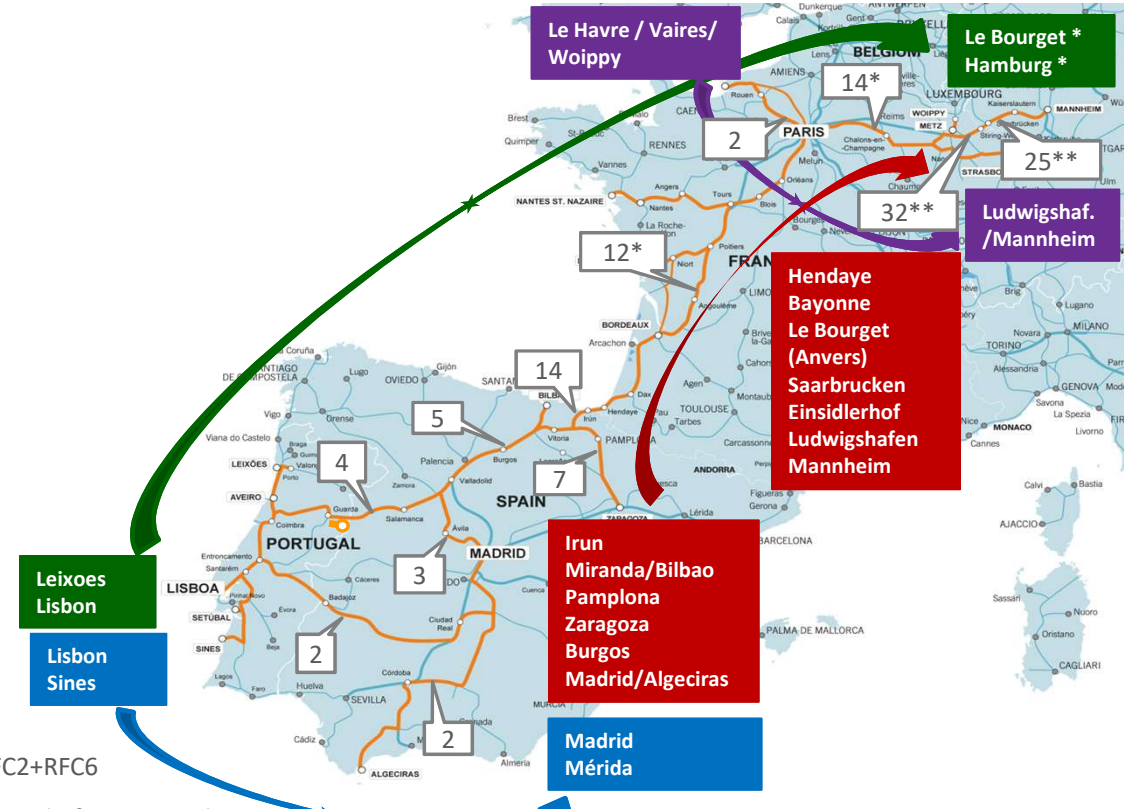
RC Spain/Portugal | RC Germany/France/Spain/Portugal | RC France/Spain | RC Germany/France

ATLANTIC CORRIDOR

# PAP OFFER 2021

- 25 PaP in **Germany**, 7 days/week
- 36 PaP in **France**, 5-7 days/week
- 18 PaP in **Spain**, 4-7 days/week
- 10 PaP in **Portugal**, 2-4 days/week

- **DISTANCE BETWEEN 500 KM & 2300 KM**
- **MEDIUM SPEED 55KM/H**




(*) PaPs managed jointly with RFC2 & RFC2+RFC6

(**) 12 PaPs connecting Mannheim/Ludwigshafen to Barcelona and Spain by RFC2 and RFC6 will use partially RFC Atlantic

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Bordeaux · La Rochelle · Nantes · **Paris** · Le Havre · Strasbourg · **Mannheim**

# CAPACITY OFFER 2021: NORTH – SOUTH DIRECTION

SOUTH-NORTH DIRECTION

| | | | | | PORTUGAL | | | | | | | | SPAIN | | | | | | | | | | FRANCE | | | | | | | | | | GERMANY | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| RFC624PaP01 | | | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC624PaP03 | | | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC624PaP05 | | | 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC624PaP07 | | | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP09 | | | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC624PaP11 | | | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC624PaP13 | | | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC624PaP15 | | | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP17 | | | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP19 | | | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC24PaP21 | | | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC624PaP25 | | | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP27 | | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | 15:09 | | | | | 20:39 | | | | | | | | | | | | |
| SN_Capacity_X | | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | 12:45 | SN_Capacity_1 | | | 15:35 | | | | | | | | | | | | |
| RFC04PaP31 | | 1 2 3 4 5 6 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | 23:05 | via Zaragoza | | | | 10:05 | | | 15:15 | ATLANTIC TTR PILOT / 4 SLOTS IN FR / 3 SLOTS IN GE / IN ONE CAPACITY BAND CONNECTING HENDAYE TO MANNHEIM (PCS Id SN_Capacity_X). CAPACITY BAND IS DESIGNED +/- 3,5 HOURS AROUND THE GENERIC TIMETABLE. | | | | | | | | | | | 12:47 |
| SN_Capacity_X | | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | 14:00 / 16:45 | SN_RP_Capacity | | 20:08 | | | | | | | | | | | | |
| RFC04PaP35 | | 1 2 3 4 5 | | | | | | | | | | | | | | | | | 12:21 | | | | | 16:53 | to Lyon Sibelin | | | | | | | | | | | | |
| RFC42PaP39 | | 2 3 4 6 | 1 2 3 4 5 | | | | | | | | | | | | | | 17:04 | 09:05 | via Zaragoza | | | | 21:03 | | | 08:57 | | HES009 | 20:32 | to Somain (0:50) | | | | | | | |
| RFC42PaP41 | | | 1 2 3 4 5 | | | | | | | | | | | | | | | | | | | | | | | | 19:24 | BYTC19 | 06:06 | to Tourcoing (14:45) / Antwerp | | | | | | | |
| RFC04PaP43 | 5 6 | 6 7 | | | V. B. Baixa | 15:50 | | | 19:06 | | 00:06 | 01:30 | 01:38 | | | | | | | | | | | 12:53 | 13:02 | | | | | | | | | | | | |
| RFC04PaP45 | 5 6 | | | | V. B. Baixa | | 14:20 | 16:23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP47 | 6 | 2 4 6 7 | | | | | Via Beira Baixa | | 20:44 | | 01:01 | 02:40 | 03:05 | | | | | 11:49 | to Zaragoza & Barcelona | | | | | | | | | | | | | | | | | | |
| RFC04PaP49 | 1 3 5 | | | | V. B. Baixa | 18:32 | | | 20:44 | | 01:01 | | | | | | | | (coordinated with RFC6) | | | | | | | | | | | | | | | | | | |
| RFC04PaP51 | 3 4 5 | 3 4 5 | | | | | | | 12:01 | 14:48 | | | | 15:10 | 16:20 | 17:12 | | | | | | | | | | | | | | | | | | | | | |

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# CAPACITY OFFER 2021: SOUTH – NORTH DIRECTION

NORTH-SOUTH DIRECTION

| | | | | | GERMANY | | | | FRANCE | | | | | | | | | | SPAIN | | | | | | | | | | | | PORTUGAL | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PAP Ref. | Running Days in DB NETZ network (origin) | Running Days in SNCF Réseau network (origin) | Running Days in Adif network (origin) | Running Days in IP network (origin) | MANNHEIM | LUDWIGSHAFEN | EINSIDLERHOF | SAARBRUCKEN | FORBACH (ARRIVAL) | FORBACH (DEPARTURE) | METZ-SABLONS / WOIPPY | VAIRES / TORCY | VALENTON | LE HAVRE | BAYONNE | HENDAYE(Arrival) | HENDAYE (Departure) | IRUN (Arrival) | IRUN (Departure) | MIRANDA EBRO / BILBAO | NOAIN / PAMPLONA | GRIJSEN / ZUERA | BURGOS | MADRID | ALGECIRAS | MÉRIDA | BADAJOZ Arrival (HE) | BADAJOZ Departure (HP) | FUENTES DE ONORO | VILAR FORMOSO Arrival (HE) | VILAR FORMOSO Departure (HP) | ELVAS (HP) | ENTRONCAMENTO | PAMPILHOSA | LEIXÕES | LISBOA / BOBADELA | SINES |
| RFC42GPaP02 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | taylor made offer from Mannheim | | 23:58 | FBPN00 | 01:36 | to Perpignan (16:44) / Barcelona (22:50) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC42GPaP04 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | tmo from Einsiedlerhof | | 99401 | 01:40 | 01:55 | 02:00 | FBPN02 | 04:01 | to Perpignan (23:33) / Silla or Tarragona | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC42GPaP08 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | 02:50 | | 99409 | 04:48 | 05:48 | 05:53 | FBPN05 | 06:50 | to Perpignan (19:33) / Silla or Tarragona | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP10 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | 09:01 | | 99413 | 12:10 | 12:25 | 12:39 | FBLH12 | | | | 07:10 | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP12 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | tmo from Mannheim | | 99405 | 14:50 | 15:05 | 15:11 | FBVI15 | | 20:25 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP14 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | 12:17 | | 99415 | 15:55 | 16:10 | 16:15 | FBVI16 | | 21:28 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC42GPaP16 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | taylor made offer from Germany | | 20:45 | FBPN21 | 21:34 | to Perpignan (10:26) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC42GPaP18 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | 19:00 | | 99417 | 21:50 | 22:05 | 22:10 | FBCE22 | 23:54 | to Cerbère (13:43) / Silla or Tarragona | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC42GPaP20 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | taylor made offer from Mannheim | | 22:49/20:45 | FBGV22 | 23:44/21:35 | to Gevrey (3:35 / 1:15) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC42GPaP22 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | 19:32 | | 99419 | 22:44 | 22:59 | 23:04 | FBCE23 | 00:45 | to Cerbère (17:18 / 17:21) / Constanti | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC42GPaP24 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | taylor made offer from Komswestheim | | 23:19 | FBPN23 | 01:07 | to Perpignan (16:06) / Barcelona (01:35) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC42GPaP26 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | 20:16 | | 99421 | 23:10 | 23:25 | 23:30 | FBCE00 | 01:20 | to Cerbère (16:06) / Silla or Tarragona | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP28 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | 2 3 4 5 6 7 | | | | | | | | | | | | | | | | 12:54 | Via Zaragoza | | | | 23:40 | | | | | | | | | | | | | |
| NS_Capacity_X | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | 1 3 4 5 6 7 | | 11:21 | ATLANTIC TTR PILOT / 4 SLOTS IN FR / 3 SLOTS / IN GE IN ONE CAPACITY BAND CONNECTING MANNHEIM TO HENDAYE (PCS Id NS_Capacity_X). CAPACITY BAND IS DESIGNED +/-2 HOURS AROUND THE GENERIC TIMETABLE. | | | | | | | | | | | 11:30 | 16:01 | NS_RP_Capacity | 19:35 / 22:25 | | | | | | | | | | | | | | | | | |
| RFC04PaP32 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | 1 2 3 4 7 | | | | | | | | | | | | | | 22:05 | | | Via Zaragoza | | | | 08:20 | 08:40 | | | | | | | | | | | |
| NS_Capacity_X | | 1 2 3 4 5 6 7 | 1 2 4 5 6 7 | | | | | | | | | | | | | | 18:45 | | | NS_Capacity_1 | | | | 06:35 | | | | | | | | | | | | |
| RFC04PaP36 | | | 1 2 3 4 5 | | | | | | | | | | | | from Lyon Sibelin | | 19:55 | | | | | | 00:12 | | | | | | | | | | | | |
| RFC24PaP38 | | 1 2 3 4 5 | 1 3 4 5 6 7 | | | | | | | | | Somain (2:45) | 06:25 | SOHE02 | | 18:05 | | | 09:20 | Via Zaragoza | | | | 18:45 | | | | | | | | | | | | |
| RFC24PaP40 | | 1 2 3 4 5 | | | | | | | | From Antwerp / Tourcoing (14:58) | 23:45 | TCBY15 | 11:46 | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP42 | | | 6 7 | 6 7 | | | | | | | | | | | | | 06:15 | | 6:24 | | | | | | | | | | 16:48 | 17:00 | 16:15 | | 22:08 | 23:34 | 01:26 | | |
| RFC04PaP44 | | | | 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 22:05 | | | 23:17 | |
| RFC04PaP46 | | | 1 3 5 6 | 7 | | | | | | | | | | | | | | | | | | From Zaragoza & Barcelona | | 16:40 | | | | | 01:30 | 01:37 | 01:32 | | 06:00 | | | | |
| RFC04PaP48 | | | | 2 4 6 | | | | | | | | | | | | | | | | | | (coordinated with RFC8) | | | | | | | | | 01:32 | | 06:40 | | 07:48 | |
| RFC04PaP50 | | | 3 4 5 | 3 4 5 | | | | | | | | | | | | | | | | | | | | | | 19:56 | 20:57 | 20:10 | | | | 20:47 | 23:09 | | | | |

# TTR NEWS

## IS GUARANTEED CAPACITY A BASE CONCEPT OF THE TTR PROJECT ?

**Discrepancy between TTR pilots' targets**

- The four different pilots don't focus on the same targets, Presently, only the ATL pilot sticks to the "Guaranteed capacity concept",
- Other pilots focus on
  - thresholds to deliver final answers, independently of the reliability and performance of these answers,
  - rolling planning implementation
- Through commercial conditions, and TCR WG, a group of IM's promotes that alterations (or cancellations) to paths should be normally delivered
  - *At the final offer time for paths adjusted for major TCR*
  - *One month before train run for other TCR*
- Involved IMs still wants to focus on quality seen from the product and thus remain in the idea to guarantee a bandwidth (and not a path) but to minimize precarious offers and gaps in day-paths offers
- Early 2020 a specific national project "Capacity redesign" has been launched in SNCF Reseau to still work to implement a guaranteed capacity concept

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# ATLANTIC PILOT

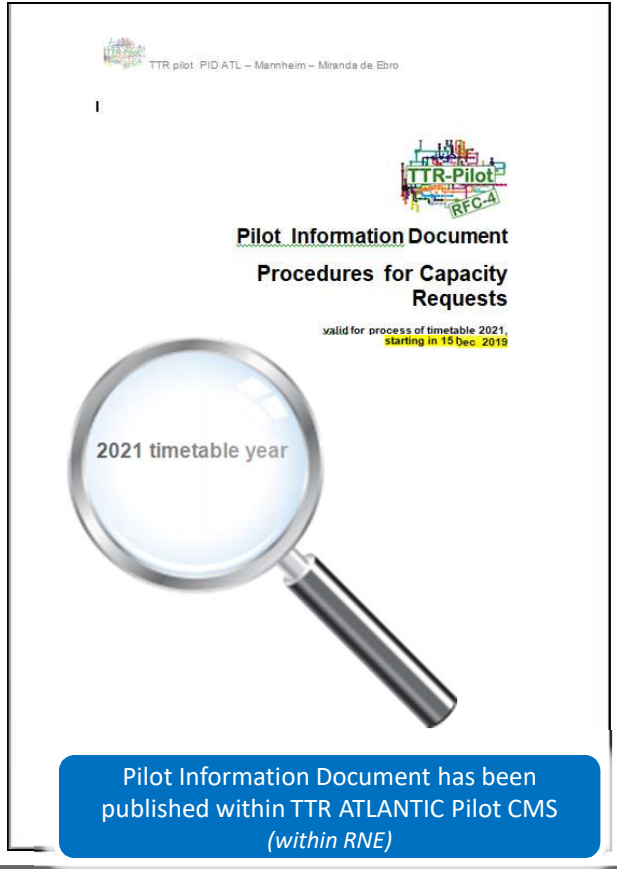
## PILOT INFORMATION DOCUMENT DELIVERABLE

**Base concepts have been shared through "Pilot Information Document"**

- A capacity band is the favorite timing to attribute long distance trains paths
- A specific capacity has been safeguarded (system paths) for these traffics
- Eligibility criteria have been defined

**Next steps :**

- On April 15, a task force IMs+RFC will consider all eligible received requests together
- The support paths will be distributed to the most relevant requests (+ feeder outflow when necessary)
- Priority criteria have been defined in case of scarcity
- Unused support paths will be deleted except one per direction
- This remaining support path will be the bone for rolling planning, using PCS to monitor its day by day availability and the requests/answers.




Pilot Information Document has been published within TTR ATLANTIC Pilot CMS *(within RNE)*

# TTR Pilot Mannheim - Hendaye/Irun – Miranda de Ebro for TT2021

- ADIF, SNCF Réseau and DB Netz jointly supported by RFC ATL prepared for TT2021 a redesigned capacity offer for international freight trains mixing two products:
  - a new product, available for path requests between Metz / Mannheim area and Bayonne / Hendaye area & Irun to Miranda de Ebro, in the form of available slots within capacity bandwidths, called **"Guaranteed Capacity" (GC)** for annual requests and for Rolling Planning;
  - a traditional product, available for all other international path requests, in the form of **Flex-PaPs (for all IMs in the Corridor)**.

- The new approach is **consistent with** the upcoming implementation of **TTR concepts** and processes.

- **Publication in PCS** of the "TTR Pilot Capacity" has been done **as "traditional Flex PaPs** as *"virtual paths"* represented by bandwidths.

- Pilot Information Document will be available with further details.

# TTR PILOT CAPACITY MIRANDA DE EBRO-IRUN/HENDAYE-MANNHEIM FOR TT2021

- Commercial offer between Hendaye and Mannheim designed with 2 purposes:
  - **Improved performance** – commercial speed of **65 km/h**.
  - **Higher reliability**.
- The volume of Guaranteed Capacity offer consists in 4 slots per direction in Germany, 5 in France and 2 in Spain.

**Direction Mannheim -> Hendaye**

- 3 slots for annual request + 1 for RP, departure 8:51 - 13:51 from Mon to Fri on 48* weeks. Guaranteed transit time of 21 hours.

**Direction Hendaye -> Mannheim**

- 3 slots for annual request + 1 for RP, departure 11:15 - 19:15 from Mon to Fri on 48* weeks. Guaranteed transit time of 21 hours.

* Different variants of paths may be provided by IMs as far as all other features of the commercial offer are respected.

* 1 additional slot for annual requests between

**Direction Miranda de Ebro → Hendaye**

- 1 slot, arriving at 15:30 plus/minus 45 minutes for annual requests from Mon to Su (possible feeder from Pamplona)
- 1 slot, arriving at 15:30 plus/minus 45 minutes for RP requests from Mon to Su (possible feeder from Bilbao)

**Direction Hendaye → Miranda de Ebro**

- 1 slot, departing at 18:45 plus/minus 45 minutes for annual requests from Mon to Su (possible outflow to Madrid)
- 1 slot, departing at 16:00 plus/minus 45 minutes for RP requests from Mon to Su (possible outflow to Bilbao)

- Due to the current state of play of PCS, the **TTR pilot products have been published as "Flex-PaPs"**.
- The main differences between PaPs and GC are the following:
  - GC is fully "flex". The border point - as well as all other location points - is also "unlocked".
  - GC was not given any PaP-ID but a generic name: *Eg. North - South Capacity 1*.

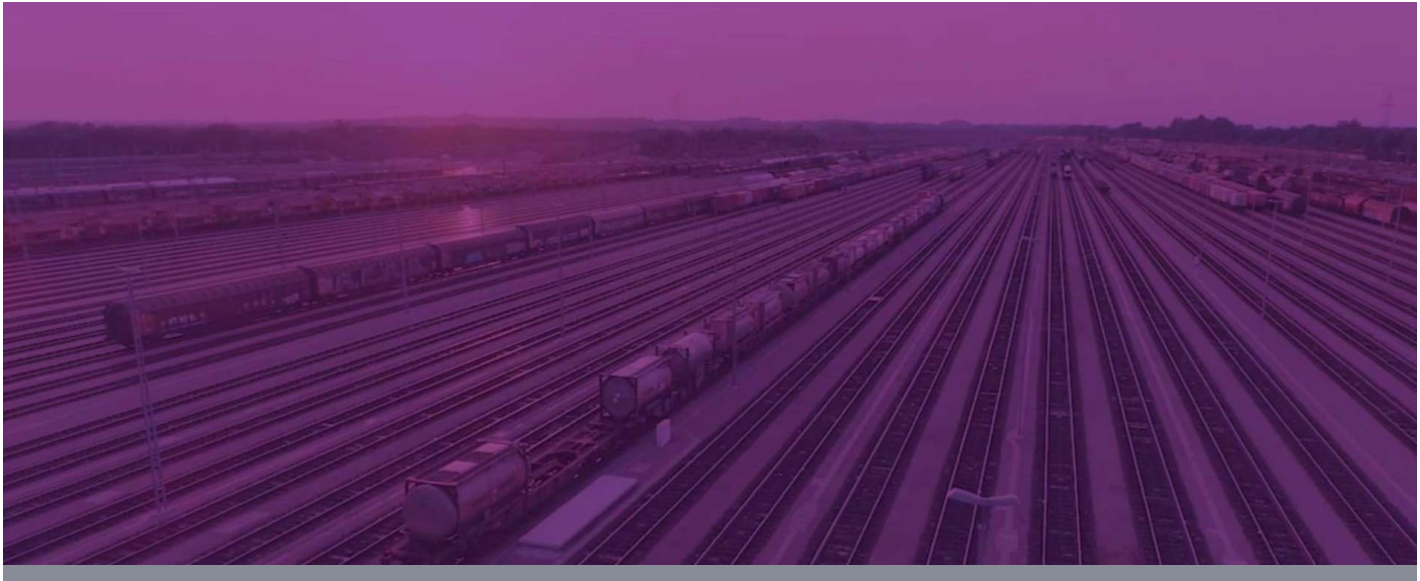
| Calendar | Ne... | Fle... | Type/Phase | PaP ID | Origin | Destination | Dep... | Arri... |
|---|---|---|---|---|---|---|---|---|
| (1-6) | | | RFC / Published (PaP) | NS_Capa_1 | Mannheim Rbf Gr G | Forbach | 11:21 | 14:15 |
| (1-5) | | | RFC / Published (PaP) | NS_Capa_1 | FORBACH - BAT VOYAGEURS | HENDAYE - BAT VOYAGEURS | 14:20 | 11:30 |
| (1-6) | | | RFC / Published (PaP) | NS_Capa_2 | Mannheim Rbf Gr G | Forbach | 11:21 | 14:15 |
| (1-5) | | | RFC / Published (PaP) | NS_Capa_2 | FORBACH - BAT VOYAGEURS | HENDAYE - BAT VOYAGEURS | 14:20 | 11:30 |
| (1-6) | | | RFC / Published (PaP) | NS_Capa_3 | Mannheim Rbf Gr G | Forbach | 11:21 | 14:15 |
| (1-5) | | | RFC / Published (PaP) | NS_Capa_3 | FORBACH - BAT VOYAGEURS | HENDAYE - BAT VOYAGEURS | 14:20 | 11:30 |
| (1-5) | | | RFC / Published (PaP) | NS_Capa_4 | FORBACH - BAT VOYAGEURS | HENDAYE - BAT VOYAGEURS | 14:20 | 11:30 |
| (1-7) | | | RFC / Published (PaP) | SN_Capa_1 | PAMPLONA | HENDAYA | 12:45 | 15:35 |
| (1-7) | | | RFC / Published (PaP) | SN_Capa_1 | Forbach | Mannheim Rbf Gr K/Kn | 09:45 | 12:47 |
| (1-5) | | | RFC / Published (PaP) | SN_Capa_1 | HENDAYE - BAT VOYAGEURS | FORBACH - BAT VOYAGEURS | 15:15 | 09:40 |
| (1-7) | | | RFC / Published (PaP) | SN_Capa_2 | Forbach | Mannheim Rbf Gr K/Kn | 09:45 | 12:47 |
| (1-5) | | | RFC / Published (PaP) | SN_Capa_2 | HENDAYE - BAT VOYAGEURS | FORBACH - BAT VOYAGEURS | 15:15 | 09:40 |
| (1-7) | | | RFC / Published (PaP) | SN_Capa_3 | Forbach | Mannheim Rbf Gr K/Kn | 09:45 | 12:47 |
| (1-5) | | | RFC / Published (PaP) | SN_Capa_3 | HENDAYE - BAT VOYAGEURS | FORBACH - BAT VOYAGEURS | 15:15 | 09:40 |
| (1-5) | | | RFC / Published (PaP) | SN_Capa_4 | HENDAYE - BAT VOYAGEURS | FORBACH - BAT VOYAGEURS | 15:15 | 09:40 |


## TTR PILOT MIRANDA DE EBRO – IRUN/HENDAYE – MANNHEIM FOR TT2021

- As for traditional PaPs, the paths requested inside the capacity bandwidths will be taken into account by the IMs during the Path elaboration phase **according to the detailed requests placed in PCS or the national system (for national requests)**. If RUs place requests respecting the features of the capacity bandwidths, they should expect to receive an **offer as close as possible to the wished timetable**.

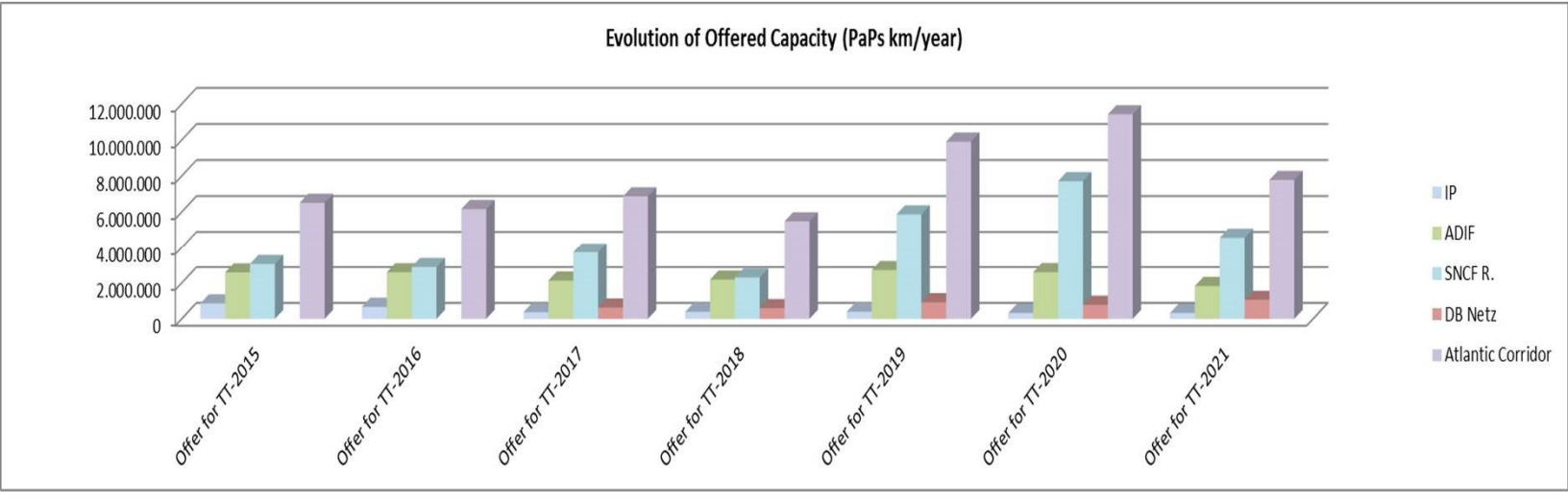
- A task force between involved IMs and C-OSS **will coordinate the use of the safeguarded capacity according to the full received requests (national and international)**, in order to provide an answer to the customers in due time.

- In case of higher number of requests than the dedicated safeguarded capacity offer, **the priority will be given to the requests having the highest product length of journey * number of days** (same rule than for conflicting PaP requests).



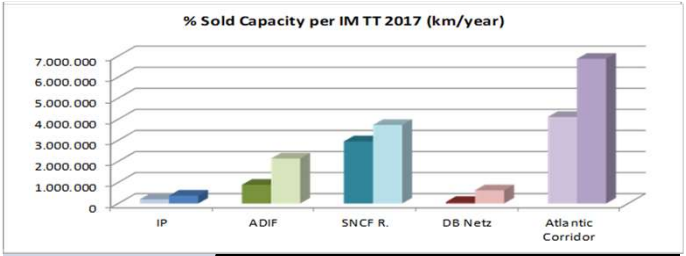
# III. KEY PERFORMANCES INDICATORS & SATISFACTION SURVEY RESULTS ON ATLANTIC CORRIDOR IN 2019

# KEY PERFORMANCES INDICATORS CAPACITY OFFER EVOLUTION

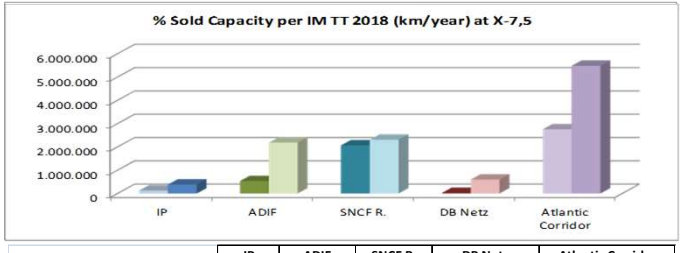



* Decrease of the offer is due to the publication in PCS according to real weekdays availability. Last 2 years in Frande and Spain the PaPs covered the full year due to PCS technical issues

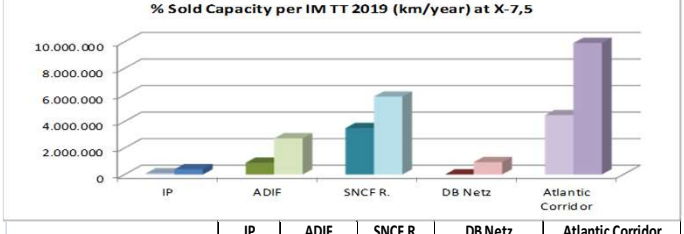
# KEY PERFORMANCES INDICATORS
## % OF CAPACITY SOLD



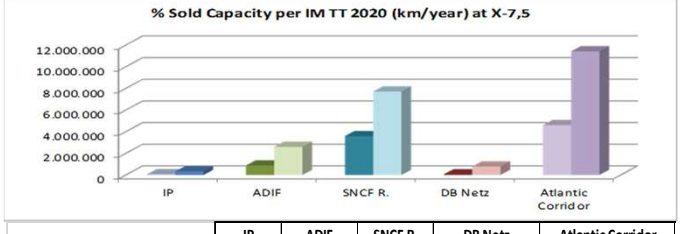

| | IP | ADIF | SNCF R. | DB Netz | Atlantic Corridor |
|---|---|---|---|---|---|
| Offered Capacity | 375.330 | 2.137.096 | 3.729.136 | 628.948 | 6.870.510 |
| Sold Capacity | 201.307 | 889.680 | 2.949.541 | 72.315 | 4.112.843 |
| % Of Sold Capacity | 53,63% | 41,63% | 79,09% | 11,50% | 59,86% |




| | IP | ADIF | SNCF R. | DB Netz | Atlantic Corridor |
|---|---|---|---|---|---|
| Offered Capacity | 387.358 | 2.187.942 | 2.309.443 | 598.754 | 5.483.497 |
| Requested Capacity | 130.772 | 536.586 | 2.204.925 | 24.438 | 2.896.720 |
| Sold Capacity | 130.772 | 536.586 | 2.066.149 | 24.438 | 2.757.944 |
| % Of Sold Capacity | 33,76% | 24,52% | 89,47% | 4,08% | 50,30% |




| | IP | ADIF | SNCF R. | DB Netz | Atlantic Corridor |
|---|---|---|---|---|---|
| Offered Capacity | 394.808 | 2.720.644 | 5.866.981 | 928.531 | 9.910.964 |
| Requested Capacity | 88.858 | 886.341 | 3.496.546 | 2.922 | 4.474.667 |
| Sold Capacity | 88.858 | 886.341 | 3.496.546 | 2.922 | 4.474.667 |
| % Of Sold Capacity | 22,51% | 32,58% | 59,60% | 0,31% | 45,15% |




| | IP | ADIF | SNCF R. | DB Netz | Atlantic Corridor |
|---|---|---|---|---|---|
| Offered Capacity | 328.233 | 2.601.128 | 7.714.980 | 785.688 | 11.430.030 |
| Requested Capacity | 69.114 | 876.976 | 3.596.578 | 67.675 | 4.610.344 |
| Sold Capacity | 69.114 | 876.976 | 3.596.578 | 67.675 | 4.610.344 |
| % Of Requested Capacity | 21,06% | 33,72% | 46,62% | 8,61% | 40,34% |

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# TRAFFIC KEY PERFORMANCES INDICATORS 2019

| 1st Trimester 2019 | JANUARY | | | | FEBRUARY | | | | MARCH | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FR/DE | FR/SP | | SP/PT | FR/DE | FR/SP | | SP/PT | FR/DE | FR/SP | | SP/PT |
| | | FR side | SP side | | | FR side | SP side | | | FR side | SP side | |
| Paths reserved | 728 | 205 | 259 | 278 | 698 | 216 | 238 | 265 | 810 | 240 | 248 | 282 |
| Trains running | 472 | 119 | 199 | 219 | 451 | 142 | 198 | 212 | 503 | 157 | 216 | 238 |
| % running trains | 64,8% | 58,0% | 76,8% | 78,8% | 64,6% | 65,7% | 83,2% | 80,0% | 62,1% | 65,4% | 87,1% | 84,4% |
| Trains delayed > 30mn | 123 | 29 | 52 | 39 | 113 | 25 | 53 | 61 | 104 | 27 | 52 | 76 |
| % delayed trains | 26,1% | 24,4% | 26,1% | 17,8% | 25,1% | 17,6% | 26,8% | 28,8% | 20,7% | 17,2% | 24,1% | 31,9% |

| 2nd Trimester 2019 | APRIL | | | | MAY | | | | JUNE | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FR/DE | FR/SP | | SP/PT | FR/DE | FR/SP | | SP/PT | FR/DE | FR/SP | | SP/PT |
| | | FR side | SP side | | | FR side | SP side | | | FR side | SP side | |
| Paths reserved | 671 | 229 | 192 | 268 | 800 | 184 | 246 | 266 | 731 | 178 | 237 | 236 |
| Trains running | 439 | 130 | 164 | 230 | 491 | 148 | 201 | 224 | 436 | 116 | 183 | 197 |
| % running trains | 65,4% | 56,8% | 85,4% | 85,8% | 61,4% | 80,4% | 81,7% | 84,2% | 59,6% | 65,2% | 77,2% | 83,5% |
| Trains delayed > 30mn | 86 | 33 | 38 | 59 | 78 | 25 | 32 | 64 | 108 | 35 | 27 | 38 |
| % delayed trains | 19,6% | 25,4% | 23,2% | 25,7% | 15,9% | 16,9% | 15,9% | 28,6% | 24,8% | 30,2% | 14,8% | 19,3% |

| 3rd Trimester 2019 | JULY | | | | AUGUST | | | | SEPTEMBER | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FR/DE | FR/SP | | SP/PT | FR/DE | FR/SP | | SP/PT | FR/DE | FR/SP | | SP/PT |
| | | FR side | SP side | | | FR side | SP side | | | FR side | SP side | |
| Paths reserved | 801 | 202 | 244 | 263 | 733 | 202 | 200 | 234 | 771 | 203 | 248 | 227 |
| Trains running | 454 | 147 | 180 | 211 | 365 | 131 | 158 | 201 | 466 | 129 | 184 | 195 |
| % running trains | 56,7% | 72,8% | 73,8% | 80,2% | 49,8% | 64,9% | 79,0% | 85,9% | 60,4% | 63,5% | 74,2% | 85,9% |
| Trains delayed > 30mn | 101 | 34 | 38 | 45 | 52 | 23 | 22 | 44 | 81 | 25 | 26 | 32 |
| % delayed trains | 22,2% | 23,1% | 21,1% | 21,3% | 14,2% | 17,6% | 13,9% | 21,9% | 17,4% | 19,4% | 14,1% | 16,4% |

| 4th Trimester 2019 | OCTOBER | | | | NOVEMBER | | | | DECEMBER | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FR/DE | FR/SP | | SP/PT | FR/DE | FR/SP | | SP/PT | FR/DE | FR/SP | | SP/PT |
| | | FR side | SP side | | | FR side | SP side | | | FR side | SP side | |
| Paths reserved | 805 | 219 | 262 | 218 | 706 | 155 | 244 | 205 | 679 | 199 | 192 | 197 |
| Trains running | 407 | 145 | 187 | 178 | 319 | 105 | 169 | 147 | 106 | 29 | 78 | 140 |
| % running trains | 50,6% | 66,2% | 71,4% | 81,7% | 45,2% | 67,7% | 69,3% | 71,7% | 15,6% | 14,6% | 40,6% | 71,1% |
| Trains delayed > 30mn | 90 | 36 | 32 | 43 | 103 | 33 | 40 | 47 | 36 | 9 | 16 | 34 |
| % delayed trains | 22,1% | 24,8% | 17,1% | 24,2% | 32,3% | 31,4% | 23,7% | 32,0% | 34,0% | 31,0% | 20,5% | 24,3% |

# TRAFFIC KEY PERFORMANCES INDICATORS 2019

| 2019 | TOTAL | | | |
|---|---|---|---|---|
| | FR/DE | FR/SP | | SP/PT |
| | | FR side | SP side | |
| Paths reserved | 8 933 | 2 432 | 2 810 | 2 939 |
| Trains running | 4 909 | 1 498 | 2 117 | 2 392 |
| % running trains | 55,0% | 61,6% | 75,3% | 81,4% |
| Trains delayed > 30mn | 1 075 | 334 | 428 | 582 |
| % delayed trains | 21,9% | 22,3% | 20,2% | 24,3% |

| 2018 | TOTAL | | | |
|---|---|---|---|---|
| | FR/DE | FR/SP | | SP/PT |
| | | FR side | SP side | |
| Paths reserved | 8 445 | 3 192 | 2 871 | 3 045 |
| Trains running | 4 417 | 1 528 | 2 036 | 2 398 |
| % running trains | 52,3% | 47,9% | 70,9% | 78,8% |
| Trains delayed > 30mn | 1 025 | 334 | 623 | 841 |
| % delayed trains | 23,2% | 21,9% | 30,6% | 35,1% |

| Evolution 2019/2018 | | | | | Total FR/SP/PT |
|---|---|---|---|---|---|
| Paths reserved | 5,8% | -23,8% | -2,1% | -3,5% | -2,8% |
| Trains running | 11,1% | -2,0% | 4,0% | -0,3% | 1,7% |
| Trains delayed > 30mn | 4,9% | 0,0% | -31,3% | -30,8% | -31,0% |

| 2019 | TOTAL | | | |
|---|---|---|---|---|
| | FR/DE | FR/SP | | SP/PT |
| | | FR side | SP side | |
| Paths reserved | 8 933 | 2 432 | 2 810 | 2 939 |
| Trains running | 4 909 | 1 498 | 2 117 | 2 392 |
| % running trains | 55,0% | 61,6% | 75,3% | 81,4% |
| Trains delayed > 30mn | 1 075 | 334 | 428 | 582 |
| % delayed trains | 21,9% | 22,3% | 20,2% | 24,3% |

| 2014 | TOTAL | | | |
|---|---|---|---|---|
| | FR/DE | FR/SP | | SP/PT |
| | | FR side | SP side | |
| Paths reserved | NC | 3 432 | 3 768 | 2 205 |
| Trains running | NC | 2 163 | 2 745 | 1 794 |
| % running trains | NC | 63,0% | 72,9% | 81,4% |
| Trains delayed > 30mn | NC | 253 | 526 | 901 |
| % delayed trains | NC | 11,7% | 19,2% | 50,2% |

| Evolution 2019/2014 | | | | | Total FR/SP/PT |
|---|---|---|---|---|---|
| Paths reserved | | -29,1% | -25,4% | 33,3% | -3,8% |
| Trains running | | -30,7% | -22,9% | 33,3% | -0,7% |
| Trains delayed > 30mn | | 32,0% | -18,6% | -35,4% | -29,2% |

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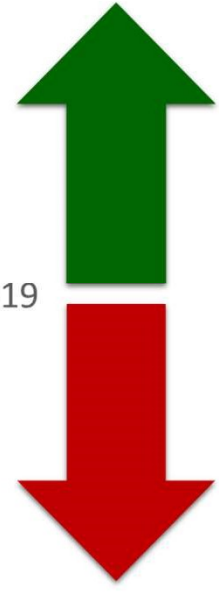
# USER SATISFACTION SURVEY 2019

| | Overall | CORRIDOR RHINE-ALPINE | CORRIDOR | ScanMed RFC | ATLANTIC CORRIDOR | RFC5 | MEDITERRANEAN RAIL FREIGHT CORRIDOR | RFC7 Orient/East-Med | Rail Freight Corridor North Sea – Baltic |
|---|---|---|---|---|---|---|---|---|---|
| **Total interviews** | **67** (-1) | **19** (+/-0) | **15** (-4) | **14** (+4) | **10** (+/-0) | **14** (+2) | **21** (+/-0) | **20** (+1) | **12** (-3) |
| Full interviews | 64 (-1) | 18 (+1) | 14 (-3) | 14 (+5) | 10 (+/-0) | 14 (+3) | 21 (+/-0) | 18 (+/-0) | 11 (-2) |
| Partial interviews | 3 (+/-0) | 1 (-1) | 1 (-1) | 0 (-1) | 0 (+/-0) | 0 (-1) | 0 (+/-0) | 2 (+1) | 1 (-1) |
| Invitations sent | 302 (-7) | 58 (+/-0) | 86 (+11) | 37 (+4) | 55 (-25) | 28 (+9) | 16 (+/-0) | 62 (-7) | 33 (-4) |
| Interviews | 62 (-14) | 15 (-2) | 12 (-1) | 9 (+2) | 5 (-5) | 9 (+4) | 11 (+/-0) | 14 (+/-0) | 7 (-4) |
| **Response rate overall** (invited by RFC only) | **21%** (-4%) | **26%** (-3%) | **14%** (-3%) | **24%** (+3%) | **9%** (-3%) | **32%** (+6%) | **69%** (+/-0) | **23%** (+2%) | **21%** (-9%) |
| topic-forward used | 16 (+2) | 7 (+1) | 5 (+/-0) | 2 (-2) | 4 (+/-0) | 3 (+/-0) | 3 (+/-0) | 4 (+2) | 1 (-1) |
| forward name | 27 (-3) | 8 (+/-0) | 7 (+1) | 7 (+5) | 2 (-4) | 3 (-1) | 3 (-3) | 8 (-2) | 2 (-5) |

# USER SATISFACTION SURVEY 2019 SUMMARY - SATISFACTION RATING

RESULTS2019

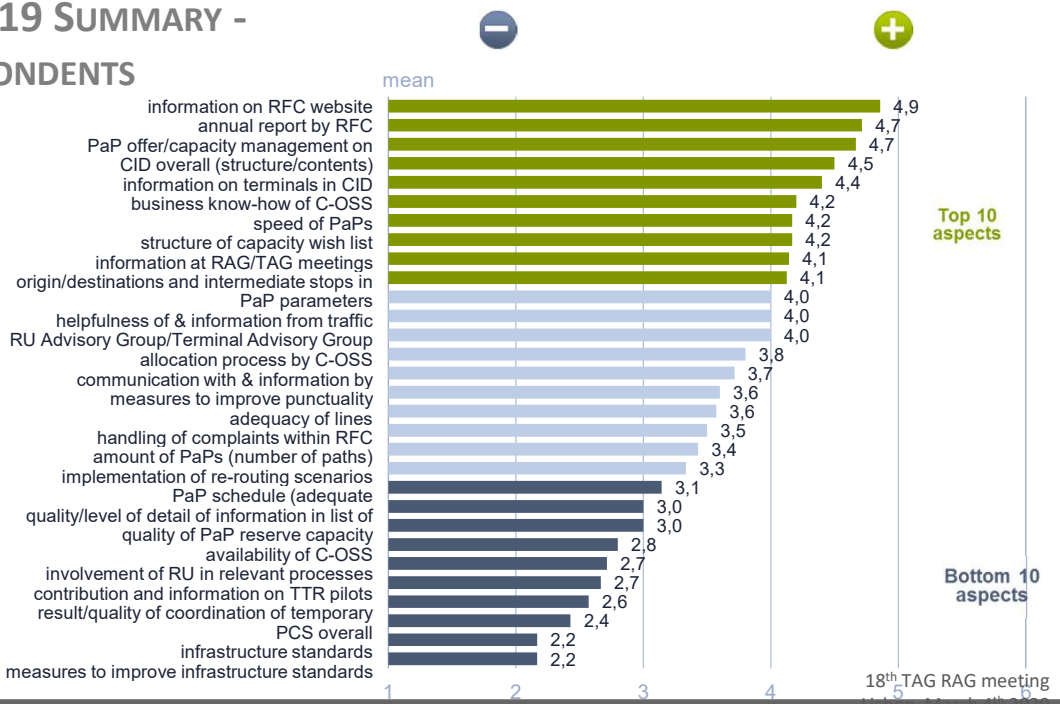


- **Overall Satisfaction**
- Result/quality of coordination of TCR
- Corridor Information Document (CID)
- Information on terminals in CID
- Allocation process on C-OSS
- Mesures to improve puntuality
- Helpfulness of & information from traffic management
- RU Advisory Group/Terminal Advisory Group
- Annual report by RFC
- Information on Website

- Adequacy of lines
- Infrastructures standards
- Availability of C-OSS
- Handling of complaints within RFC
- Communication

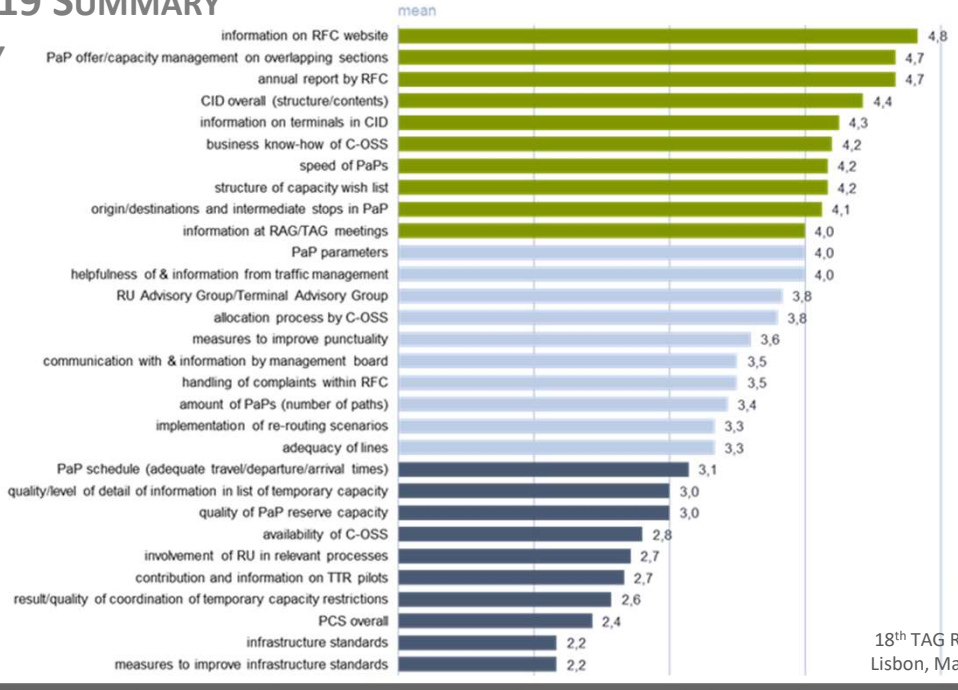
In the overall the **CLIENTS SATISFACTION** with the Corridor's performance has improved

# USER SATISFACTION SURVEY 2019 SUMMARY - SATISFACTION RATING ALL RESPONDENTS



# USER SATISFACTION SURVEY 2019 SUMMARY

## SATISFACTION RATING RU ONLY



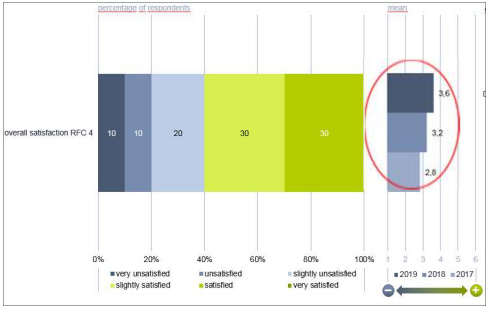
# SATISFACTION SURVEY 2019 RESULTS ANALYSIS & LESSONS LEARNED

- Questionnaire had been considerably shortened.

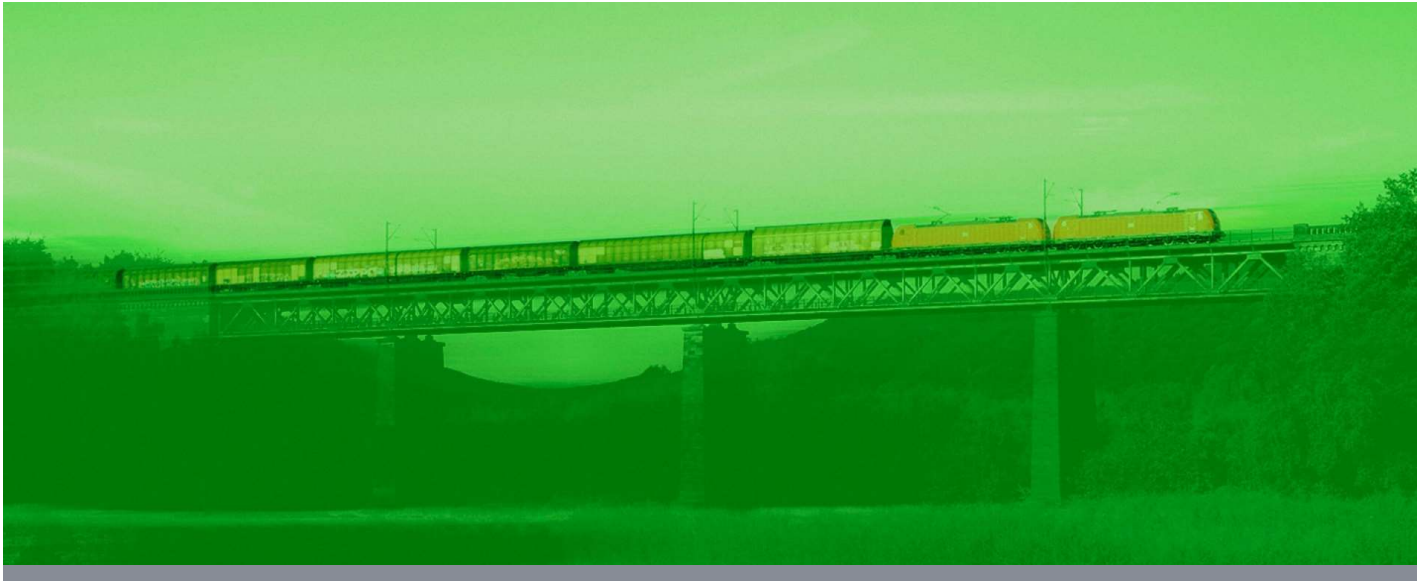
Objective: increase participation.

**There hasn't been** an increase in the number of participants.

- Atlantic RFC result: **IMPROVEMENT** compared to 2018 and 2017



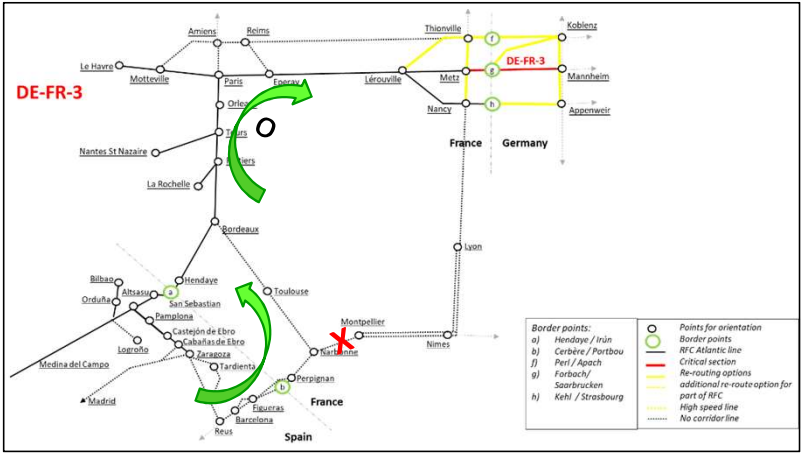

- Ideas for the future
  - Need for change of focus topics?
  - What if we invite the most operational personnel, and not high-level personnel in each company?



# IV. RAILWAY UNDERTAKING
# INTERNATIONAL CONTINGENCY MANAGEMENT HANDBOOK

# INTERNATIONAL CONTINGENCY MANAGEMENT PLAN

Total traffic disruption on the Béziers-Montpellier section observed from 23rd.10 to 2nd.12.2019.

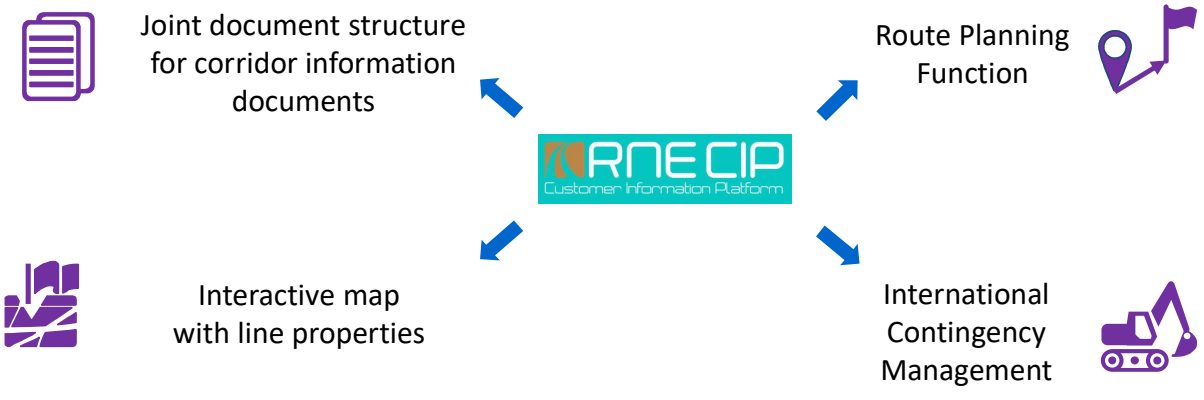



SP/DE + SP/BENELUX rail freight traffic was rerouted via the Atlantic Corridor.

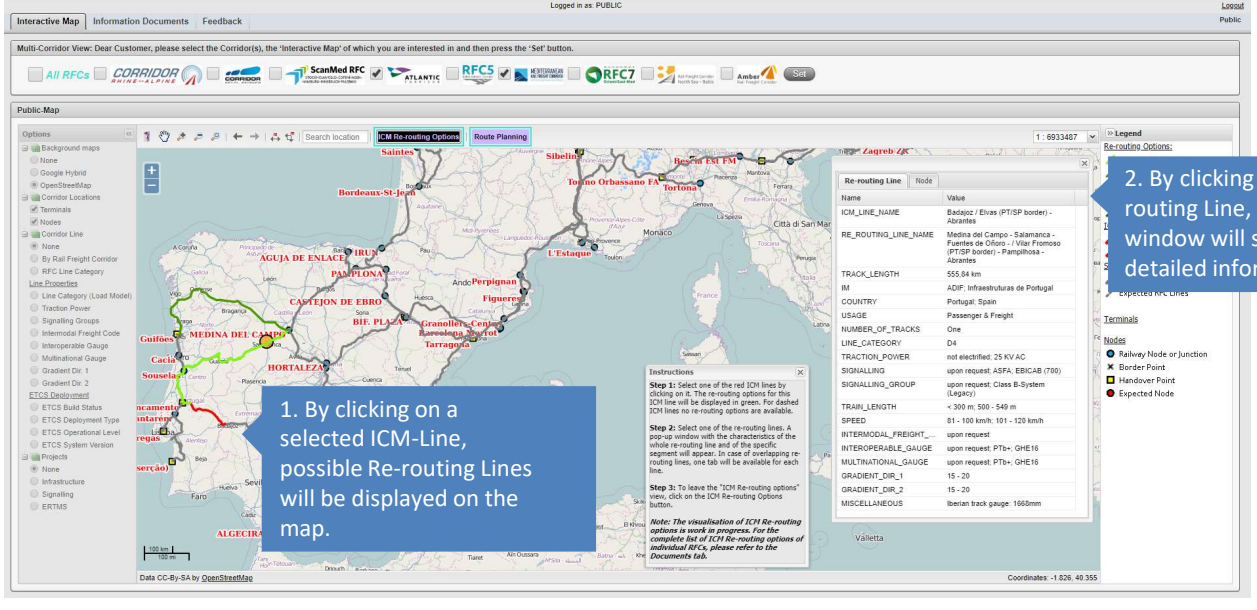
## RUs International Contingency Management Plan

- From the IMs side of the Atlantic Corridor, a **traffic disruption test was successfully implemented on the 26th.09.2019**: all processes were reviewed and people connected by TELCO were able to easily talk and understand English language. **A new test will be planned in 2020**.
- Railway Undertakings have agreed on their own International Contingency Management handbook: it was presented to European Commission (SERAC group) on the 28th.01.20 In Brussels.
- The RUs ICM handbook has been agreed by all RUs involved in the Atlantic Corridor.
- As for the IMs side, is it planned by the RAG spokesperson to write some specific rules/suggestions to involved RUs for rerouting itineraries forecasted in case of traffic disruptions on the RFC Atlantic?

# THE RNE CUSTOMER INFORMATION PLATFORM: FUNCTIONALITIES



# RNE CIP: DISPLAY OF ICM- AND RE-ROUTING LINES




1. By clicking on a selected ICM-Line, possible Re-routing Lines will be displayed on the map.

2. By clicking on a Re-routing Line, a Pop-Up window will show more detailed information

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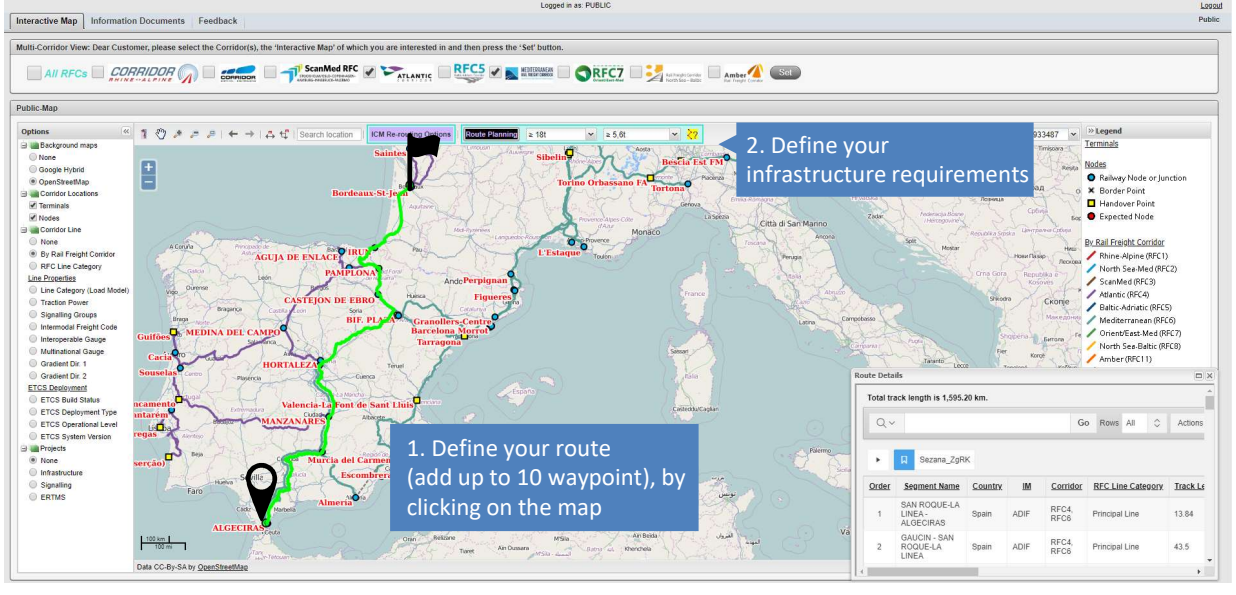
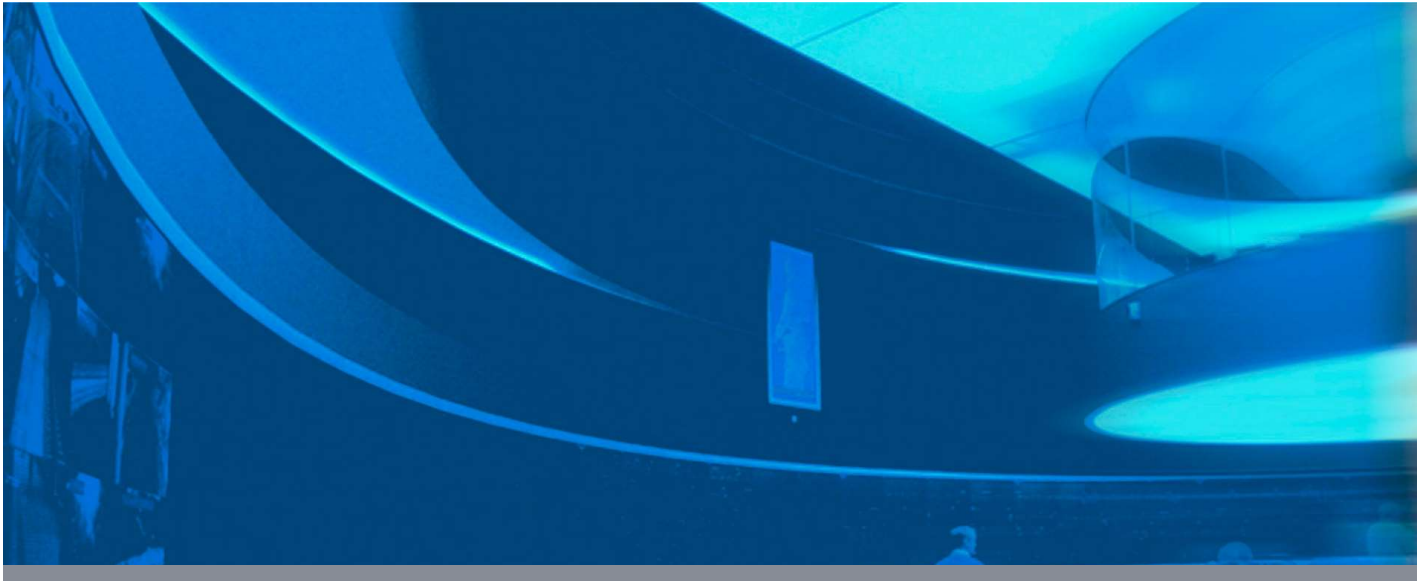
# RNE CIP: ROUTE PLANNING FUNCTION





# V. TRAIN PERFORMANCE MANAGEMENT: PUNCTUALITY ANALYSIS ON FOCUS TRAIN VIA TIS

# RNE TPM WG – RESULTS 2019

- **Monthly TPM Reports** by RNE/RFC4 published in CIP with an agreed format within the WG (KPIs on Punctuality and number of trains)
- The length of the corridor is a big challenge:
  - **physical fraction** at the French / Spanish border due to different infrastructure systems (change of gauge)
  - very **different problems at the borders** in the western and eastern part
  - TIS Data is not (yet) systematically available

**=>** Result: **new TPM structure with regional groups**

# TPM GOALS 2020

- This year the group has defined a new strategy for the TPM work. The focus shifted to **bilateral WGs**.
- **Quality Circle Operation** in Forbach as a blueprint for further initiatives at borders
- **For 2020 TT a new monitoring approach is being introduced with regards to creating bi-lateral TPM WGs – beginning in the East (DE/FR)**
- **Feasibility is dependent on the RUs cooperation**

**Processual targets:**

1. CHANGE APPROACH OF TPM WORK INTO "BILATERAL" WGS

   - *CREATE EAST AND WEST WORKING GROUP*
   - *CENTER WORKING GROUP TO BE DISCUSSED BETWEEN ADIF AND SNCF*

2. EACH BILATERAL WORKING GROUP TO INSTALL THEIR OWN PROCESS FOR REVIEW OF TPM RFC4 TRAINS WITH RU´S

   - *MONTHLY BILATERAL REVIEW BETWEEN IMS*
   - *QUARTERLY REVIEW OF PERFORMANCE WITH INTERNATIONAL RU PARTNERS (IN PAIRS)*
   - *DOCUMENT RESULTS ON JOINT SHAREPOINT (PROVIDED BY IP)*

**Goals 2020:**

1. TAKE ALL NECESSARY MEASURES PER IM AND AS A GROUP TO RAISE DATA QUALITY IN TIS
2. INTENSIFY RELATIONS TO THE RUS/TERMINALS AND INCLUDE THEIR FOCUS TRAINS INTO THE ANALYSIS.
3. BILATERAL MEASURES AND/OR "TRAFFIC MANAGEMENT PROJECTS" ON THE EAST AND WEST WORKING GROUP TO BE IDENTIFIED AND RAISED TO MB FOR DECISION
4. PUBLISH RNE (OBI) MONTHLY REPORT (SUMMARY VERSION)
5. REVIEW REPORTING OPTIONS FROM OBI AND DECIDE IF NEW REPORTING FORMATS ARE NEEDED (WHICH CAN BE DEVELOPED IN COOPERATION WITH RNE)

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# SET UP TPM 2020 -> BI-LATERAL WORKING GROUPS

**Atlantic TPM West Group**

Infraestruturas de Portugal · adif

**Medway Takargo** | **Transfesa Renfe**

***Monthly catch up call* - TBD**
***task:*** *review OBI and individual reports*

***Quarterly phone conference* - TBD**
***Task:*** *Review „sick trains" and focus trains*

To follow later

**Atlantic TPM Center Group**

adif · SNCF RÉSEAU · TRANSFESA Logistics

**Rus (tbd)** | **RUs (tbd)**

***Input from East and West bilateral groups***
***-***
***Review terminal operations quality at FR/ES border***
***-***
***Follow up to be discussed***

**Atlantic TPM East Group**

SNCF RÉSEAU · DB NETZE

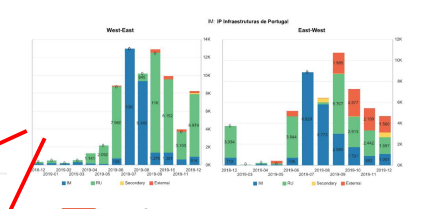
EURO CARGO RAIL · SNCF FRET · DB Cargo · CAPTRAIN · RHENUS LOGISTICS

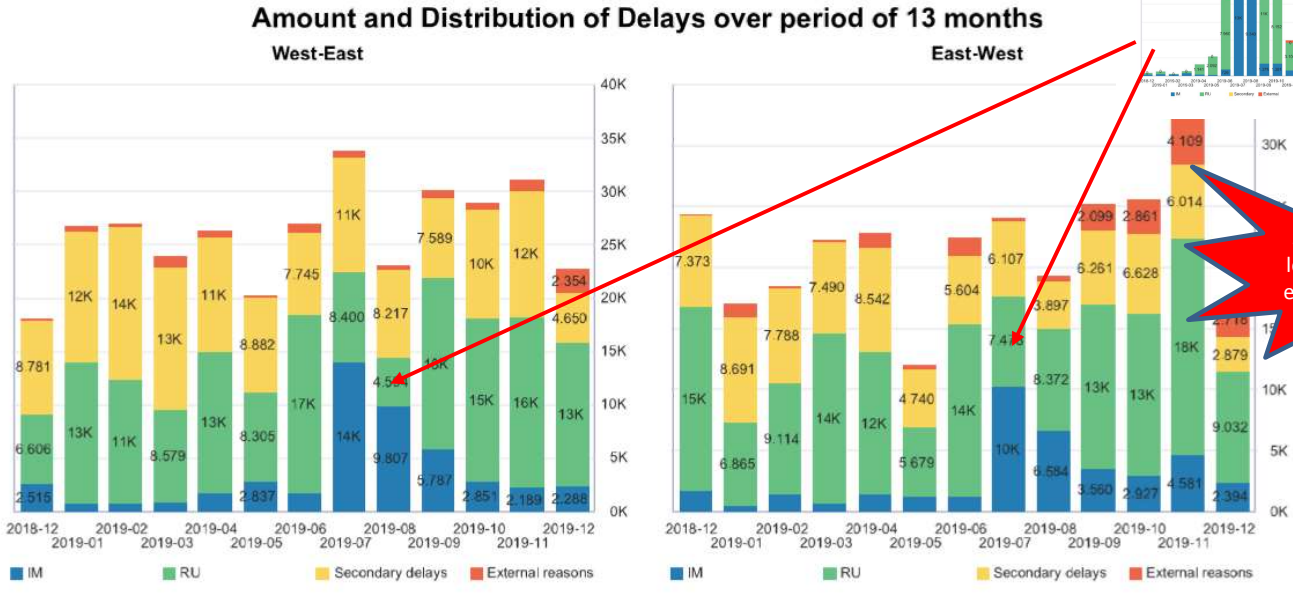
Testphase 1st Q/2020

**Monthly catch up call**
SNCF R / DB Netz TPM representatives
***Task: review RFC4 and IM reports and follow up on RU feeback***

**Quarterly phone conference (1h each)**
a) SNCF Fret/ DB Cargo
b) SNCF Fret / Captrain Allemagne
c) SNCF Fret /Rhenus Logistic
d) ECR / DB Cargo
***Task: Review „sick trains" and focus trains***

# TPM RESULTS 2019



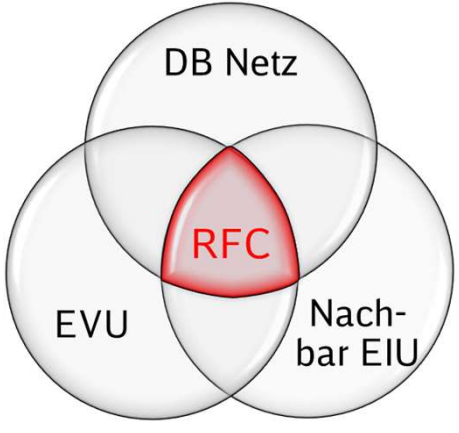



Strike in France leasds to raise of external reasons!

# REGULAR FOLLOW UP IN BI-LATERAL TPM WG´S SUPPORTS THE QUALITY CIRCLE OPERATIONS CONCEPT (1/2)

## Basic concept

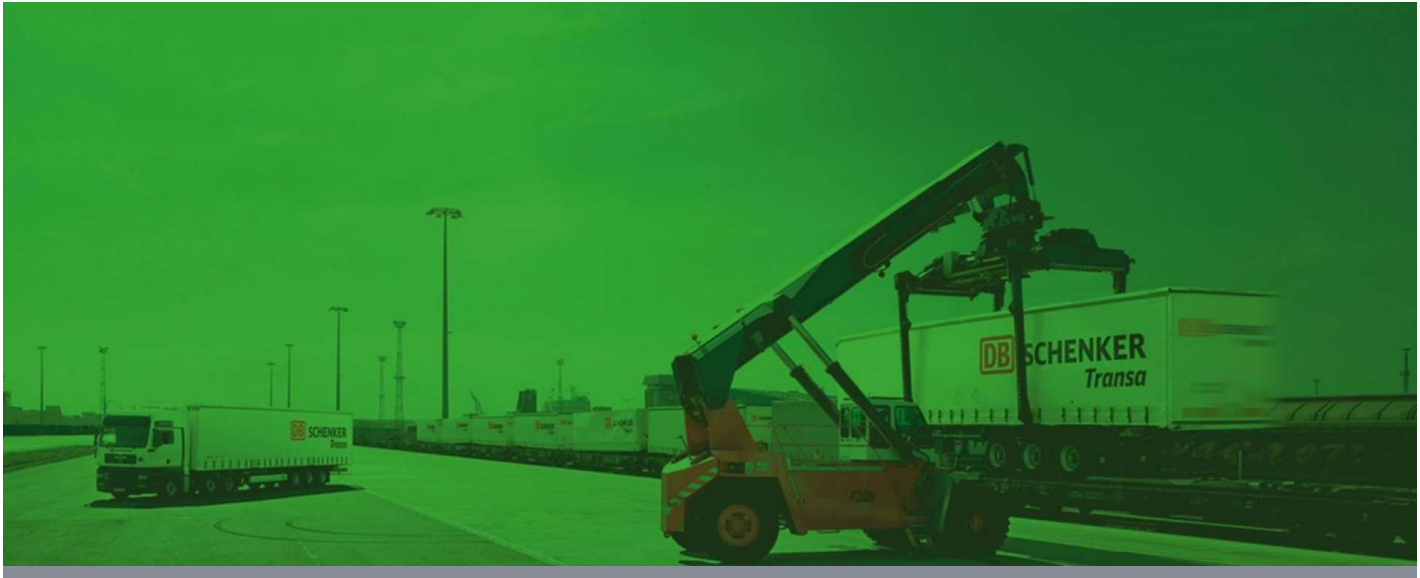
- Developing a cross-border, **modular Working Concept**
- Focus on sustained cooperation **(Continuous Improvement Process)**
- **Involving IMs and RUs** together
- Making **use of existing bilateral structures**
- Systematic approach towards Cross Border Issues → **QCO Logbook**
- Rail-Freight-Corridors could serve as a **neutral platform for cooperation**
- Enhancing a network of expertise → Collaborative IT-Environment



# REGULAR FOLLOW UP IN BI-LATERAL TPM WG´S SUPPORTS THE QUALITY CIRCLE OPERATIONS CONCEPT (2/2)

## How could a modular concept look like

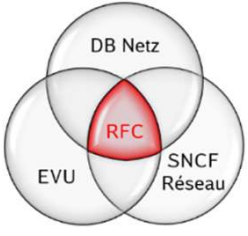
- **Kick-off with a Base Analysis:** Defining a common understanding and commitment for actions at a specific border; Bringing together the right experts from IMs and RUs involved to identify problems and possible solutions at a specific border; 1-2 Workshops; could be repeated on demand (e.g. after 2 years)
- **Regular Follow-up:** Possible focus points: Implementation of measures agreed on in the Base analysis; Review of recent operational incidents; Exchange on foreseeable future issues;
- **Current Operations**: If necessary and useful a regular exchange on current operations between network control center of IMs involved could be set up (e.g. weekly phone-call




# VI. INTEROPERABILITY WORKING GROUP: QUALITY CIRCLE OPERATION AT FORBACH

# QUALITY CIRCLE OPERATION AT FORBACH

- RFC Atlantic, SNCF Réseau and DB Netz provided a platform for two days dedicated for operational cross border process optimization in Forbach including a sight visit, an interactive workshop and a networking dinner




- More than 30 participants from SNCF Logistic, EUROCARGORAIL, CFL Cargo, DB Cargo, Rhenus Rail, SNCF Réseau, DB Netz and RFC Atlantic
- Very positive spirit by the participants to improve collaboration for better cross-border performance of rail

18th TAG RAG meeting
Lisbon, March 4th 2020

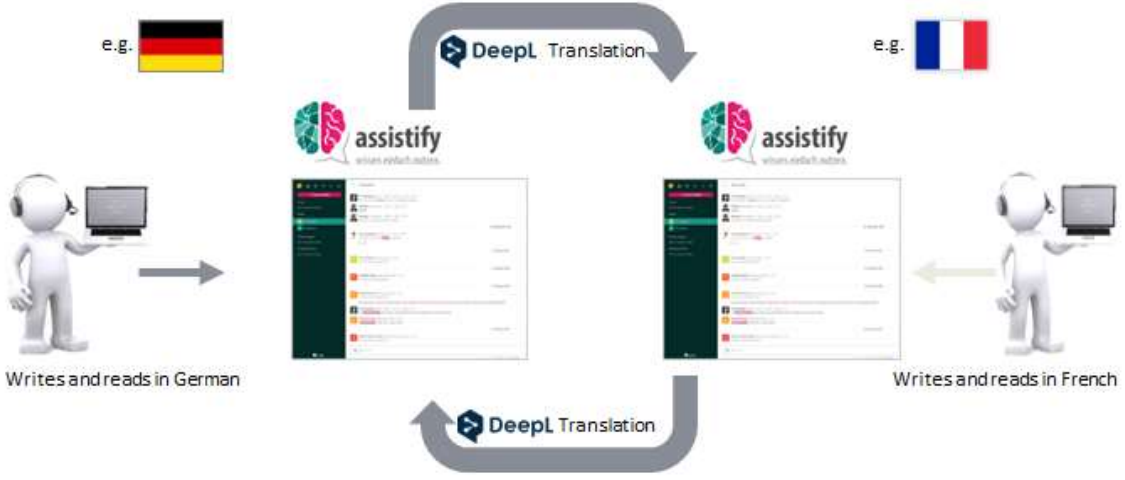
# QUALITY CIRCLE OPERATION FORBACH - RESULTS

Working method: A list of cross-border issues was identified by the participants. Three topics were prioritized as focus topics by the all participants and then more deeply analyzed in sub-groups for “quick wins”.

**Prioritized focus topics:**

1. **Improve Exceptional Transport process for ad-hoc trains:** The exceptional transport process for regular trains was improved in the last months. A group of volunteers (IM + RU) will now monitor quality/quantity of exceptional transport ad-hoc trains in order to specify the problem and hence, justify more measures.
2. **Inconsistent Train numbering for ad-hoc trains cause operational problems:** Currently train numbering for cross-border trains is inconsistent as there are no common criteria's for the IMs. This shall be changed. One IM shall be responsible for the management of the train numbers.
3. **Real time train information sent from RUs:** for traffic management and tracks allocation, SNCF Réseau operators needs receive the most accurate and detailed information about the train composition coming from RUs, especially about train length and dangerous goods or missing driver/locomotive at the handover point.
4. **Pilot of an automated translation tool “Assistify”:** see next slide

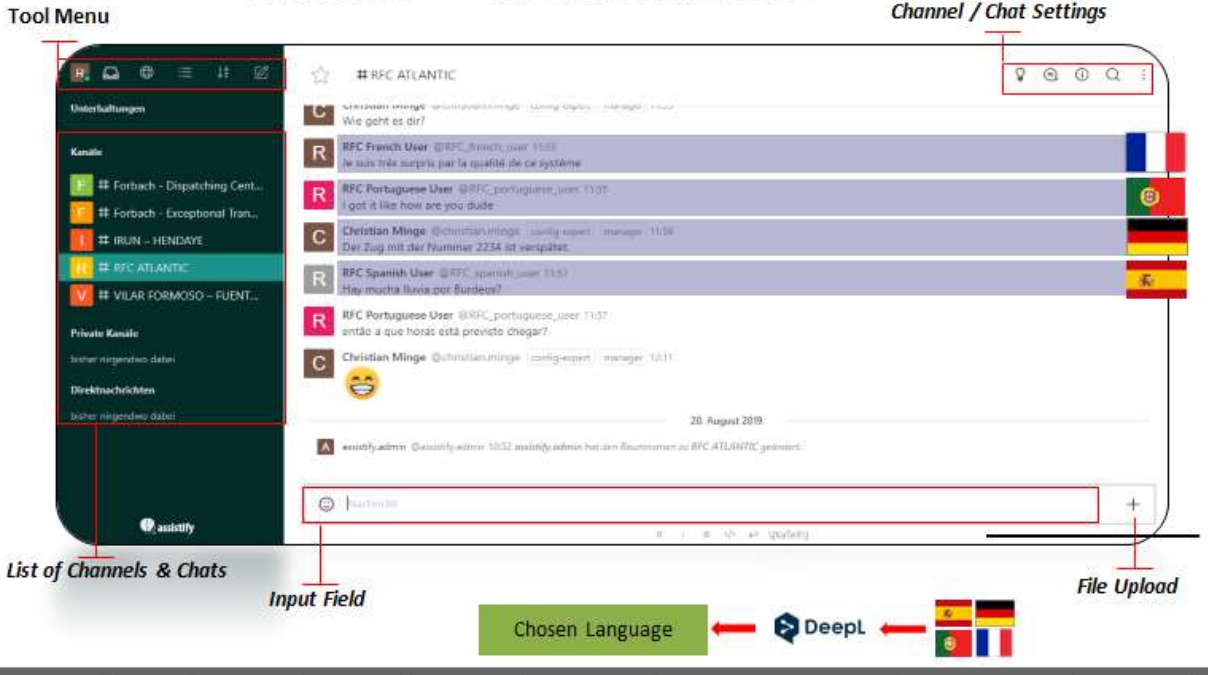
# "ASSISTIFY" ENABLES BETTER COMMUNICATION VIA INSTANTANEOUS TRANSLATION AND WILL BE PILOTED BETWEEN DB NETZ AND SNCF RÉSEAU




**"Assistify" ensures direct and flexible communication between the regional traffic control centers**

**This prevents delays and backlogs based on communication barriers through swift and easy information chains**

# "ASSISTIFY" – GRAPHICAL INTERFACE



# QUALITY CIRCLE OPERATION FORBACH – QUICK WINS REGISTERED

1. **Improve Exceptional Transport process for regular trains:** Exchange of information via ASSISTIFY operational between SNCF Réseau and DB Netz AG operators at Forbach and Apach borders.
2. **Train numbering for ad-hoc trains :** agreement between regional capacity allocation dpt of DB Netz and SNCF Réseau for the same international train numbering delivered by DB Netz AG
3. **Real time train information sent from RUs:** an experimentation is on progress at DB Cargo level in order to automatically link the French (ECR) and German (DB Cargo) trains number in TIS.
4. **Pilot of an automated translation tool "Assistify":** currently used by Forbach and Apach IMs operators for Exceptional transport communication, dedicated channel would be opened in 2020 for non safety communication between ECR traffic dispatching and SNCF Réseau operators in Forbach (test).

"Save the date" for the next QCO meeting : **Saarbrucken, 16th and 17th.06.2020**

# LANGUAGE TRAINING OF NATIONAL OPERATIONAL CONTROL CENTER

- According to RNE General Assembly decision of May 2018, Infrastructure Managers will implement English-speaking dispatchers at national control centers until 31 December 2020.

- By means of EU-Funding, EEIG Atlantic facilitates the English Training of IMs.

- Status:
  - DB Netz: training has started in Sept. 2018 (34 persons)
  - SNCF Reséau: training has started at the beginning of 2019 (17 persons)
  - ADIF: training will start at the beginning of October 2019 (10 persons)
  - IP: English training has started in October 2018 (64 persons)

# CBA Structure & Scope

**CBA Level I**

Agreements between National Safety Authorities (defining the limits of each Cross Border Section)

**CBA Level II**

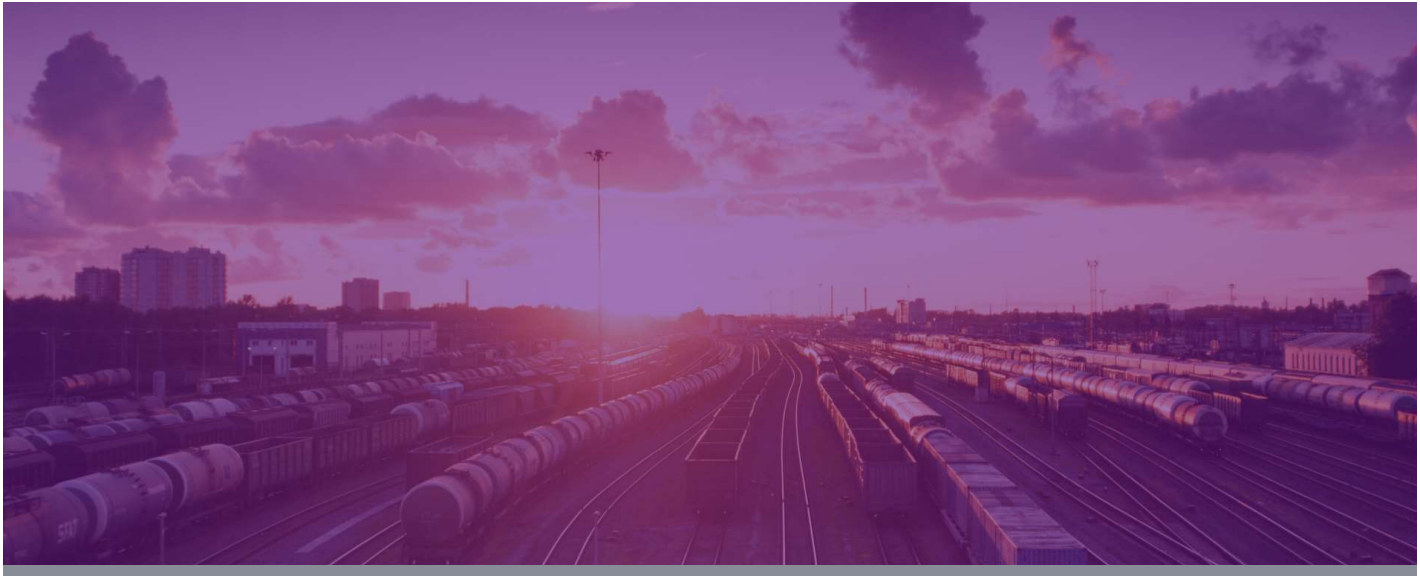
Agreements between IMs for General Coordination

**CBA Level III**

Agreements between IMs for Operational Coordination and information to the RUs at each Border Section

RFC Atlantic promoted the updating/rebuilding of IMs bilateral agreements

General Support and Harmonization criteria by RFC Atlantic

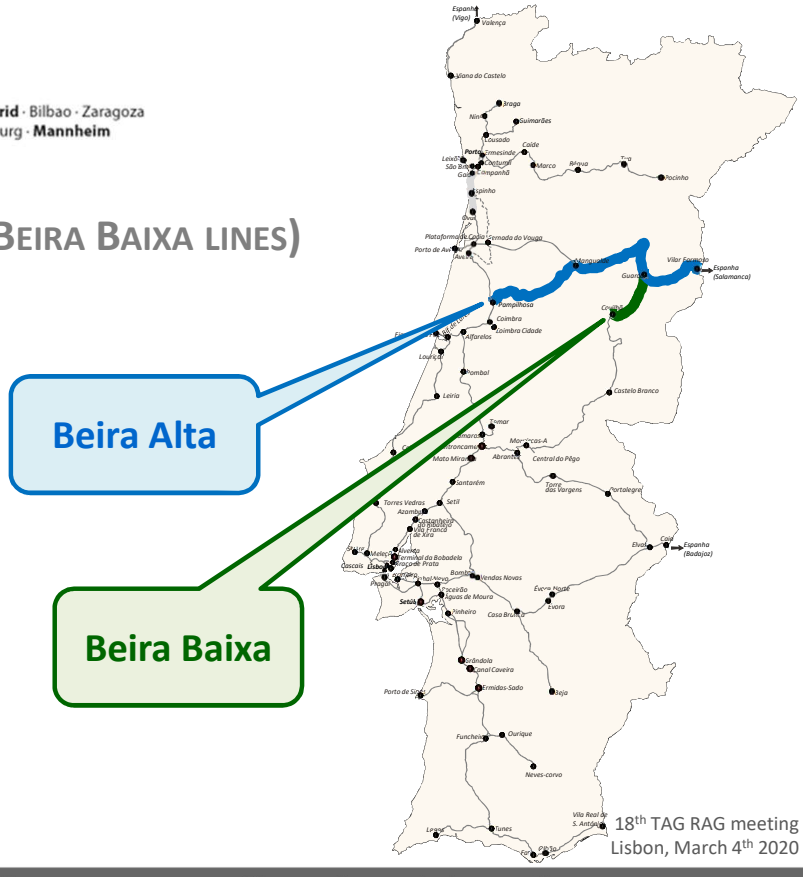


# VII. TCR COORDINATION PLANNED BETWEEN PORTUGAL AND SPAIN FOR 2020 AND 2021

# Impact of TCR in Portugal for 2020/2021

## International north lines (Beira Alta and Beira Baixa lines)

- Improving the rail link between northern and central Portugal with Europe
- Increase capacity to more than double: from 14 trains / day, 500 m length to 25 trains / day, 750 m length
- Improving safety conditions with the elimination of level crossings and installation of electronic signaling ETCS



# LINHA DA BEIRA ALTA – TCR 2020

**Pampilhosa - Guarda (single track line)**

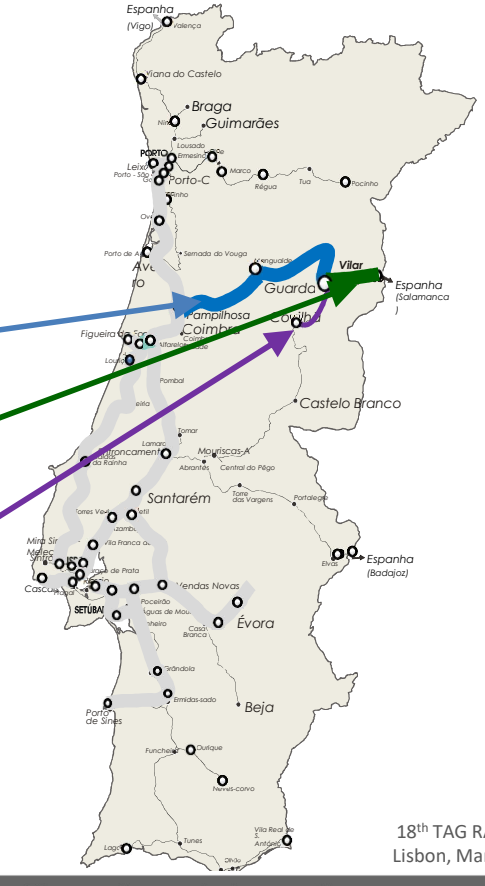
- No foreseen works for 2020

**Guarda – Vilar Formoso (single track line)**

- Track and catenary renewal
- Closure 8 hours Mo to Fri
  + 13 hours on weekend

**Linha da Beira Baixa (single track line)**

- Track renewal
- New catenary and signalling system



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# LINHA DA BEIRA ALTA – TCR 2021

**Pampilhosa – Guarda (single track line)**

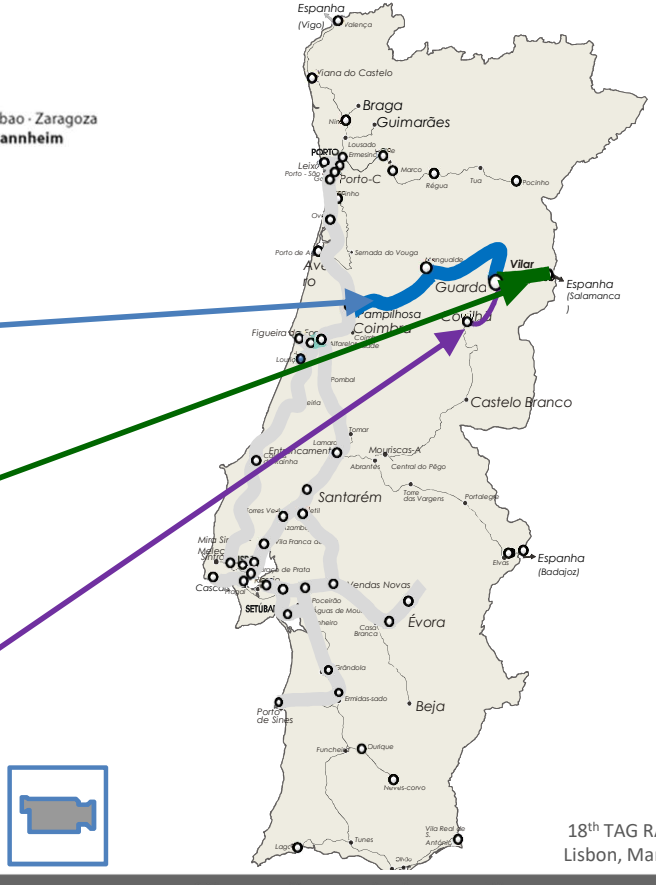
- Track and catenary renewal
- Closure 8 hours Mo to Fri
  + 48 hours on weekend

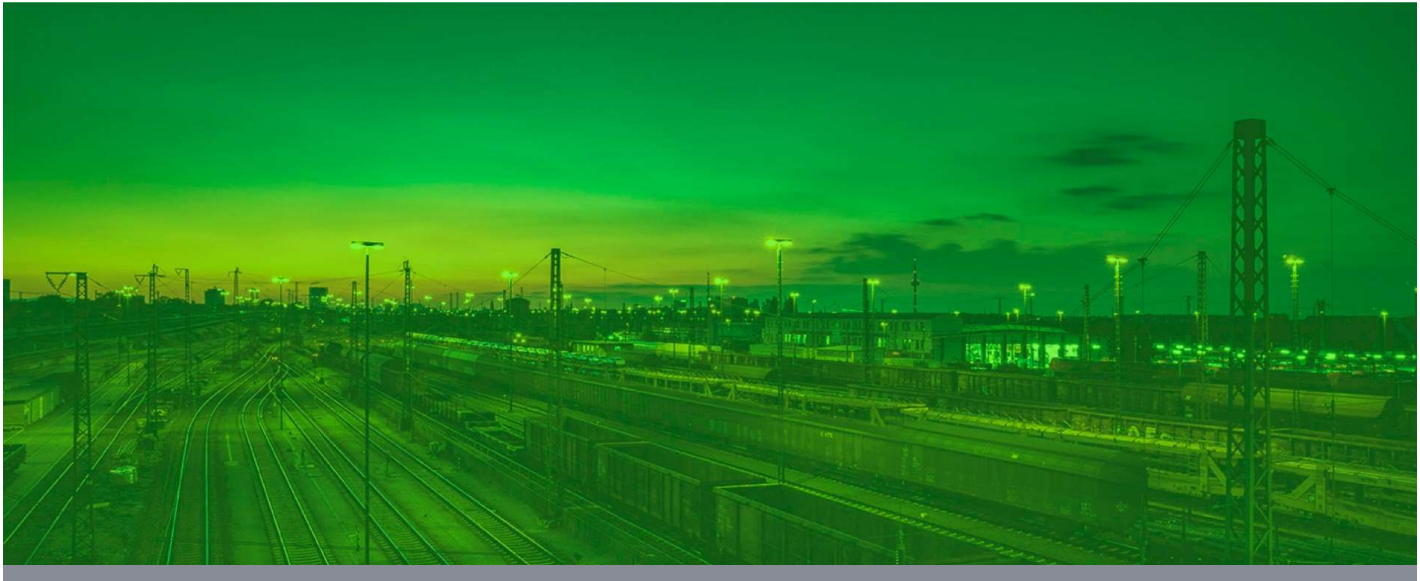
**Guarda – Vilar Formoso (single track line)**

- Track and catenary renewal
- Closure 8 hours Mo to Fri
  + 48 hours on weekend

**Linha da Beira Baixa (single track line)**

- Opens in January 2021
- The section Covilhã – Guarda allows the **ALTERNATIVE ROUTE** for Vilar Formoso-Lisboa/Sines/Leixões





# VIII. LUNCH AND
# IX. VISIT TO THE LISBON PORT

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**Co-financed by the European Union**
Trans-European Transport Network (TEN-T)

18th TAG RAG meeting
Lisbon, March 4th 2020

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